

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4829

號一廿月三年一十三精光

TUESDAY, APRIL 25, 1905.

二第

號五廿月四英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... ¥24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. LONDON.  
NAGASAKI. NEW YORK.  
LYONS. HONOLULU.  
SAN FRANCISCO. SHANGHAI.  
BOMBAY. NEWCHANG.  
TIENTSIN. LIAOWANG.  
PEKING. DALNY.  
KOBE.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TAKAO TAKAMICHI,  
Manager.

Hongkong, 29th March, 1905. [30]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$8,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.  
H. A. W. SLADE, Esq., Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson.  
A. Haupt, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND LOMBARD  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4 per cent. per Annum.  
For 6 months, 4 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 27th March, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2  
per cent. per annum.  
Depositors may transfer at their opti-  
malances of \$1000 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1905. [23]

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow  
Tientsin Tsingtau  
Calcutta  
Bombay  
London

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

M. HOMANN,  
Manager.

Hongkong, 1st April, 1905. [25]

## Insurance.

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1905. [52]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORIZED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$5,947,200  
RESERVE FUND ..... GOLD \$5,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:  
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.  
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transact every Descrip-  
tion of Banking and Exchange Business,  
receives Money in Current Account and ac-  
cepts Fixed Deposits at Rates which may be  
ascertained on application.

CHARLES R. SCOTT,  
Manager.

20, Des Vaux Road,  
Hongkong, 18th February, 1905. [31]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENTSIN.  
PEKING.

THE Bank purchases and receives for col-  
lection Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1 1/2 per Annum Fixed Deposits for 6 months.

4 1/2 " " " " " "

5 1/2 " " " " " "

E. W. RUTTER,  
Manager.

Hongkong, 6th January, 1905. [19]

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000

RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " " "

" " " " " "

T. P. COCHRANE,  
Manager.

Hongkong, 19th May, 1904. [24]

## ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system  
and act also as a First-class Tonic.

IN BOTTLES ..... \$1.50.

### THE PHARMACY.

56, QUEEN'S ROAD CENTRAL,  
Hongkong.

Hongkong, 28th March, 1905. [43]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL ON REMARKS.

SHANGHAI and KOBE ..... { BANCA ..... About 26th } Freight only.  
J. B. Ferguson ..... April

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ..... { CEYLON ..... About 26th } Freight and  
G. F. Lockstone, R.N.R. ..... April Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE ..... { SOCCOTRA ..... About 29th } Freight only.  
C. J. Benton, R.N.R. ..... April

SHANGHAI ..... { MALTA ..... About 5th } Freight and  
R. A. Peters ..... May Passage.

LONDON, &c. ..... { COROMANDEL ..... May 6th } See Special  
G. M. Montford, R.N.R. ..... Noon Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 25th April, 1905. [3]

## Intimations.

### LANE, CRAWFORD & CO.

## PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR—

BRINSMEAD, STEINWAY, BROADWOOD,  
COLLARD & COLLARD, CHALLEN,  
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate  
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism  
is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are  
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the  
East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]



### KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper,  
and see that you get it.

Telephone  
No. 75.

CALDBECK, MACGREGOR & CO.,  
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,  
Hongkong, 1st April, 1905. [17]

### E. C. WILKS & Co.,

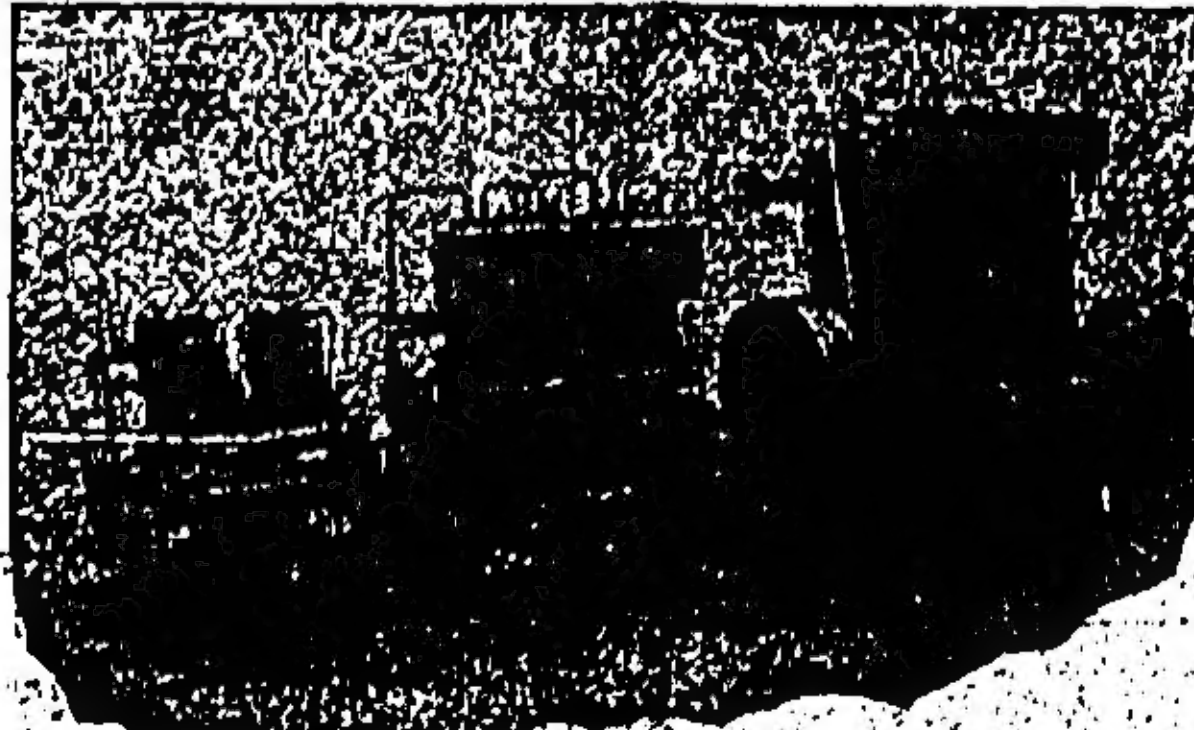
CONSULTING MARINE & ELECTRICAL  
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,  
RACING AND CRUISING.

## OUR MOTORS

For Reliability,  
Durability,  
Workmanship,  
Lightness.  
Estimates cheerfully given.



## OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.  
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong,  
Telephone No. 358.

11, Beaconfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [30]

## Intimations.

### The King

among scientifically condensed foods is Bovril.  
In the smallest possible bulk Bovril has every  
virtue a true food should possess—it is nourishing  
and strengthening—it is a stimulant and a  
warmth-giver; and, besides being very appetising,  
is thoroughly digestible. Bovril is a great help  
to the cook, too.



57]



### YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,  
72, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

### JOHN DEWAR SONS & Co., PERTH

## WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.  
SOLE AGENTS.

CONNAUGHT HOUSE,  
Hongkong, 31st July, 1904. [39]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

172, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

### ACHEE & Co.,

祥利廣

ESTABLISHED 1859.

## FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,  
Acting Manager.

### MACAO AND CANTON

## HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence  
to CANTON and back to HONGKONG, will be  
found interesting and enjoyable.

Wm. FARMER, Proprietor.

[77]

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,  
Karatse, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinuma, Hokoku, Hondo, Ichimura, Kanada, Mameda, Murogusa,  
Onoda, Onuji, Sasahara, Teikoku, Yoshinaka, Yoshida, Yuzokibara and other Coals.  
S. MINAMI, Manager, Hongkong.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,351 tons, Captain H. D. Jones.  
 S.S. "POWAN," 2,335 tons, Captain R. D. Thomas.  
 S.S. "FATSHAN," 2,250 tons, Captain W. A. Valentini.  
 S.S. "HANKOW," 2,073 tons, Captain G. V. Lloyd.  
 S.S. "KINSHAN," 1,991 tons, Captain J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,388 tons, Captain J. Wilcox.  
 S.S. "NANNING," 1,369 tons, Captain G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-To, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
 Canton to Tak Hing, Single \$12.50, Return \$21.00.  
 Canton to Samshui, Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.  
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

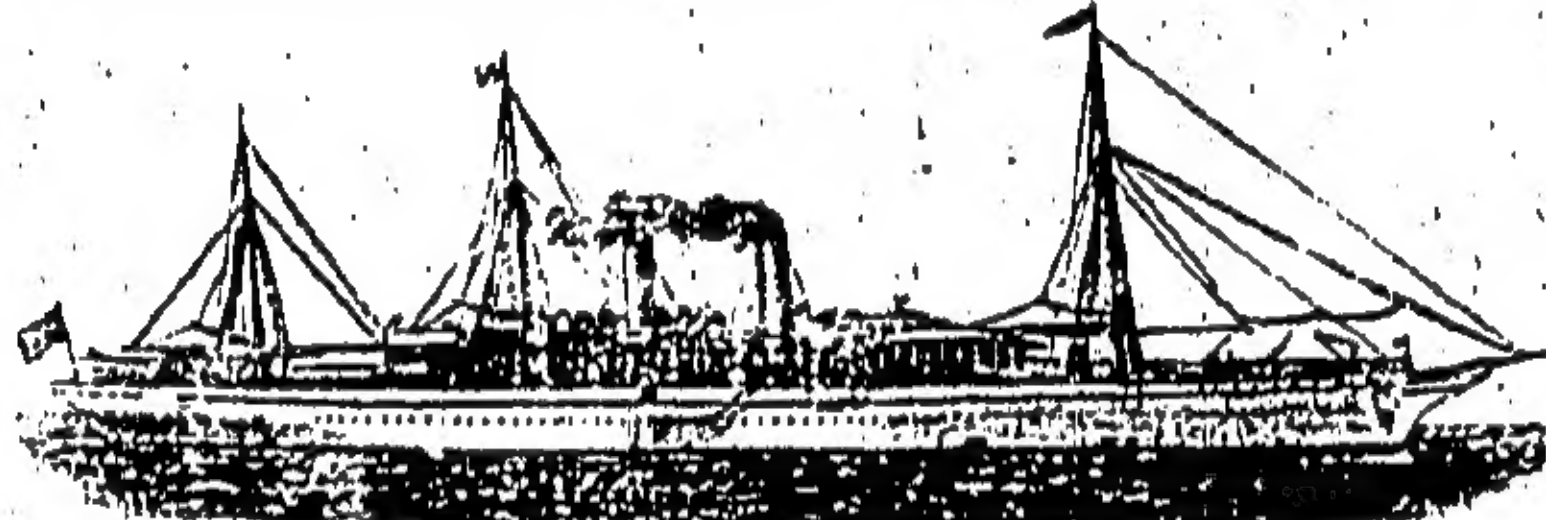
S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kongmoon, Single \$5.00.  
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR," 4,421 Tons, WEDNESDAY, 26th April.  
 "EMPEROR OF JAPAN," 6,000 " WEDNESDAY, 10th May.  
 "ATHENIAN," 2,440 " WEDNESDAY, 24th May.  
 "EMPEROR OF CHINA," 6,000 " WEDNESDAY, 31st May.  
 "EMPEROR OF INDIA," 6,000 " WEDNESDAY, 1st June.  
 "TARTAR," 4,421 " WEDNESDAY, 1st July.

Hongkong to London, via St. Lawrence Lco. Via New York Lco.  
 Steamers, and 1st Class Rail 4421 4421  
 The magnificent "Twin-screw" "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passages, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 9, Pedder's Street.

Hongkong, 19th April, 1905.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NASSOVIA	HAVRE and HAMBURG.	27th April. Freight.
SERBIA	(Calling at SINGAPORE & COCHIN.)	
Jacob	HAVRE and HAMBURG.	30th April. Freight.
SLAVONIA	(Calling at SINGAPORE, PENANG & COLOMBO.)	
Madsen	HAVRE and HAMBURG.	2nd May. Freight and Passengers.
SEGOVIA	(Calling at SINGAPORE, PENANG & COLOMBO.)	
Schoenfeldt	HAVRE and HAMBURG.	10th May. Freight.
SENEGAMBIA	(Calling at SINGAPORE, PENANG & COLOMBO.)	
Jaburg	HAVRE and HAMBURG.	30th May. Freight.
C. FERD. LAEISZ	(Calling at SINGAPORE, PENANG & COLOMBO.)	
von Hoff	HAVRE and HAMBURG.	13th June. Freight.
BRISGAVIA	(Calling at SINGAPORE, PENANG & COLOMBO.)	
Schmidt	HAVRE and HAMBURG.	27th June. Freight.
NUBIA	NEW YORK VIA SUEZ.	25th May. Freight.
Habel	(with liberty to call at the Malabar coast.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 20th April, 1905.

## D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA.  
 ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
 AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSER	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
DAYERN	WEDNESDAY, 7th June.
SIGISMUND	WEDNESDAY, 21st June.
DAMSTADT	WEDNESDAY, 1st July.
SACHSEN	WEDNESDAY, 15th July.
SCHARNHORST	WEDNESDAY, 29th August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ BITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILE, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,323	TUESDAY, 10th May.
WILLEHAD	4,761	TUESDAY, 17th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mail, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR  
 STEAMERS  
 ABOUT  
 KOBE & YOKOHAMA PRINZ SEGISMUND TUESDAY, 9th May.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ROON WEDNESDAY, 16th April.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA DAYERN WEDNESDAY, 16th May.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 17th April, 1905.

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIMETABLE.

WEEK DAYS.  
 7.00 a.m. to 7.30 a.m. Every 30 minutes.  
 7.30 a.m. to 8.00 a.m. Every 10 minutes.  
 8.00 a.m. to 8.30 a.m. Every 10 minutes.  
 8.30 a.m. to 9.00 a.m. Every 10 minutes.  
 9.00 a.m. to 11.00 a.m. Every 15 minutes.  
 11.00 a.m. to 12.45 p.m. Every 15 minutes.  
 12.45 p.m. to 1.15 p.m. Every 10 minutes.  
 1.15 p.m. to 1.45 p.m. Every 15 minutes.  
 1.45 p.m. to 2.15 p.m. Every 10 minutes.  
 2.15 p.m. to 3.00 p.m. Every 15 minutes.  
 3.00 p.m. to 3.30 p.m. Every 10 minutes.  
 3.30 p.m. to 4.00 p.m. Every 15 minutes.  
 4.00 p.m. to 4.30 p.m. Every 10 minutes.  
 4.30 p.m. to 5.00 p.m. Every 10 minutes.

## NIGHT CAR.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
 9.00 a.m. to 9.30 a.m. Every 30 minutes.  
 9.30 a.m. to 10.30 a.m. Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. Every 10 minutes.  
 11.00 a.m. to 12.00 p.m. Every 10 minutes.  
 12.00 p.m. to 1.00 p.m. Every 15 minutes.  
 1.00 p.m. to 1.30 p.m. Every 10 minutes.  
 1.30 p.m. to 2.00 p.m. Every 15 minutes.  
 2.00 p.m. to 2.30 p.m. Every 10 minutes.  
 2.30 p.m. to 3.00 p.m. Every 15 minutes.  
 3.00 p.m. to 3.30 p.m. Every 10 minutes.  
 3.30 p.m. to 4.00 p.m. Every 15 minutes.  
 4.00 p.m. to 4.30 p.m. Every 10 minutes.  
 4.30 p.m. to 5.00 p.m. Every 10 minutes.

## NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
 General Managers.  
 Hongkong, 29th December, 1904.

Hongkong, 29th December, 1904.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 &amp; 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 19th September, 1903.

Hongkong, 19th September, 1903.

## MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHY ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 19th September, 1903.

Hongkong, 19th September, 1903.

## F. BLACKHEAD &amp; CO.,

SHIPCHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c. &amp;c. &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

HIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

Hongkong, 7th March, 1905.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

A FOOK &amp; Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMFRADORS, COAL MERCHANTS

AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the

shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 29th February, 1905.

Hongkong, 29th February, 1905.

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[76]

When you send your "boy" for

## Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

[206]

C. W. MEAD, C. E., President and Shanghai Manager.  
 N. M. HOLMES, C. E., Vice-President and Hongkong Manager.  
 A. F. GARRICK, C. E., General Manager, Manila.

## ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.  
 A Specialty made of Reinforced Concrete and Concrete Piles.  
 Examinations Surveys Reports and Estimates.  
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

[208]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 10, D'AGUIAR STREET, HONGKONG,  
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.



## Intimations.

**WM. POWELL,**  
LIMITED,  
"ALEXANDRA  
BUILDINGS,"  
Des Vaux Road.

FURNISHING  
DEPARTMENT,  
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.  
A Splendid New Lot of  
Pretty

**LAMP**  
AND  
**ELECTRIC-  
LIGHT**  
**SHADES.**

Highest Grade  
obtainable.

**DAINTY  
TEA COSIES.**

**CHIC  
TABLE COVERS.**

**ELEGANT  
LACE  
BEDSPREADS**  
with Pillow Shams  
to match.

A Large Selection of  
the Newest  
**ART  
CRETONNES  
AND  
SATEENS.**

**CUSHION  
COVERS**  
in large variety.

A range of Atkin's  
Patent  
**SAFETY  
FILTERS.**

Newest Patent  
**WRINGERS**  
from \$8.50 to \$15 each.

INSPECTION INVITED.  
**Wm. POWELL, Ltd.**  
HONGKONG.  
Hongkong, 19th April, 1905.

## Auctions.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions  
from the REGISTRAR, SUPREME COURT,  
to sell by  
**PUBLIC AUCTION,**  
TO-MORROW,  
the 26th April, 1905, at Noon, at the Sam Yick  
Coal Godown, Mong-kok-lui,  
ABOUT 1,200 TONS  
KAIPING COAL,  
(half Lump and half Small).  
A Steam Launch will leave Blake Pier at  
11.30 A.M. to convey intending purchasers.  
TERMS:—As usual.

**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 25th April, 1905. [492]

**PUBLIC AUCTION.**

THE Undersigned have received instructions  
from P. A. SCHUMBERGER, Esq., to sell by  
**PUBLIC AUCTION,**  
TO-MORROW,  
the 26th April, 1905, at 2.30 P.M., within his  
residence, "Lyceum," The Peak,  
THE WHOLE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE  
THEREIN CONTAINED.  
Comprising:—  
TEAKWOOD EXTENSION DINING  
TABLE, WHATNOTS, BRUSSELS CAR-  
PET, TEAKWOOD WARDROBES with  
GLASS, TEAKWOOD BOOK-CASES,  
SINGLE IRON BEDSTEADS, BLACK-  
WOOD CURIO STANDS, TOOLS, DIN-  
NER SERVICE, COOKING STOVE,  
&c., &c., &c.

Also  
One set of French-made BED ROOM  
FURNITURE.  
Catalogues will be issued.  
TERMS:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 25th April, 1905. [486]

**PUBLIC AUCTION.**

M. R. GEO. P. LAMMERT has received  
instructions to sell by  
**PUBLIC AUCTION,**  
TO-MORROW,  
the 26th day of April, 1905, at 3 P.M., at his  
Sales Rooms.

The following  
VALUABLE LEASEHOLD PROPERTY,  
situate at Victoria, in the Colony of Hongkong,  
V2:—

All that PIECE or PARCEL of GROUND  
situate at Victoria aforesaid registered in the  
Land Office as INLAND LOT No. 1665. Area  
689 square feet. Term 75 years. Annual  
Crown Rent \$11.00 together with the message  
thereon, known as No. 8, Po Hing Fong.

For further particulars and conditions of  
sale, apply to—  
**JOHNSON, STOKES & MASTER,**  
Solicitors for the Mortgagees,  
or to  
**GEO. P. LAMMERT,**  
Auctioneer.  
Hongkong, 25th April, 1905. [472]

**PUBLIC AUCTION.**

THE Undersigned have received instructions  
from E. H. HINDS Esq., to sell by  
**PUBLIC AUCTION,**  
ON  
FRIDAY,  
the 28th April, 1905, at 2 P.M., within his  
residence, "Glensiel," The Peak,  
THE WHOLE OF HIS  
VALUABLE  
HOUSEHOLD FURNITURE.

Comprising:—  
TEAKWOOD EXTENSION DINING  
TABLE and CHAIRS, TEAKWOOD SIDE-  
BOARD with BEVELLED GLASS, DINNER  
WAGGONS, CANTON CARVED BLACK-  
WOOD CABINET, TEA TABLES,  
MARBLE-TOP BLACKWOOD TABLE,  
STEEL ENGRAVINGS, JAPANESE  
SCREENS, DOUBLE and SINGLE BRASS-  
MOUNTED BEDSTEADS with WIRE and  
HAIR MATTRESSES, MARBLE-TOP  
WASHED GLASS, DOUBLE TEAKWOOD  
WARDROBE with GLASS, &c., &c., &c.

Also  
One COTTAGE PIANO, by M. F. Rachals  
& Co., Hamburg, One LADY'S and One  
GENT'S BICYCLES, One Eastman-Kodak  
CAMERA and a number of Scientific BOOKS,  
One IRON SAFE by Harris, Goodwin & Co.,  
Birmingham and London.

A Large Assortment of PLANTS in Pots.  
Catalogues will be issued.  
TERMS:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 15th April, 1905. [477]

**GOVERNMENT NOTIFICATION.**

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to be  
held on MONDAY, the 1st day of May,  
1905, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One LOT of CROWN LAND  
at Causeway Bay, in the Colony of Hongkong,  
for a term of 75 years, with the option of re-  
newal at a CROWN RENT to be fixed by the  
Surveyor of His Majesty the KING, for one  
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Locality.	Boundary Measurements.	Area in Square Feet.	Annual Rent.	Upset Price.
1.	2.	3.	4.	5.	6.
1	At Causeway Bay, between the Causeway and the sea, and between the Causeway and the Causeway.	100 ft. by 100 ft.	10,000	100	1,000

Hongkong, 22nd April, 1905. [503]

THE ROMANCE OF PAPER-  
MAKING.

BY W. T. PALMER.

On the manufacture of paper has blazed the  
whole progress of civilization. Nations have  
ever graded in point of culture and power by  
their ability to produce and use this staple.  
The clumsy, encrusted brick of the Assyrian  
races, the costly and scarce parchment of the  
Persians, the combrous waxed tablets of an-  
cient Greece, each carried these nations to the  
front of their more savage contemporaries, but their  
advancement was halting when compared with  
the intellectual progress of the Egyptians, whose  
every day medium for the record and inter-  
change of thought was the easily-prepared and  
convenient papyrus. The subjects on which  
successive talented generations by the Nile  
exhausted their powers were by them ad-  
vanced to a marked degree. The priests and  
literati, even the educated classes below them,  
of that far-off time possessed rich stores of  
various knowledge which modern research, from  
the vague borderland to which it has with so  
much difficulty attained, can do little more  
than guess at. After the fall of Egypt, and the  
centuries of riot of barbarism in all parts of  
the world (save perhaps China), men again be-  
gan to be dissatisfied that the noblest acts of  
their times should be relegated to the uncertain-  
ties of legend and ballad, so a new race of  
scribes began to live in the monasteries and  
courts of Europe. And perhaps previous to this  
desire for written histories, the copying of Holy  
Writ had been carried on. The merging of minor  
chieftainships into the grand domains and con-  
cerns of the Emperors also had its influence on  
the increased necessity for writing, and as parch-  
ment was so scarce the need for a new medium  
began to be more felt. Thus paper began to be  
prepared from pulped rags, from straw, from  
the bark of various trees, so that when the sci-  
ence of printing was again evolved (the Egyp-  
tians possessed this secret in its entirety ages  
before), a plentiful supply was available for the  
hand presses of Caxton, Wynkin de Worde, and  
their successors. The history of paper, and the  
record of its various influences on nations and  
individuals, from this point onward to the pre-  
sent day, is too wide a subject for this sketch,  
so again long ages are stepped across to reach  
the modern story of how paper is made.

Speaking commercially, paper is no longer  
made of rags. Within the last thirty years  
four different staples have been used. The first  
was rags; then straw, a kind of bark brought  
from India; waste jute was next in use, and now  
wood pulp. The production of paper in these  
days is also a very different thing from that  
described by Herodotus in his description of the  
Deltaic wonders. The learned Greek tells how  
the men of the Nile swamps split the papyrus  
reeds and took from within the tough covering  
skin after skin of the most durable material. Ma-  
chinery costing many thousands of pounds is  
found in every modern paper-mill; it is in charge  
of skilled men, its functions are governed by  
expert mechanics, the material is in charge of  
capable chemists. Of course, that luxury of  
connoisseurs, hand-made paper, is still pro-  
duced in antique implements and by time-hon-  
oured methods.

Among the trees in a Norwegian dell men  
with axes in hand are moving: one steps in  
front of this foot-thick sapling, and a few  
powerful swings bring it down. The branches  
are rapidly lopped away and the trunk dragged  
to the water's edge. A push and away the log  
is whirled seaward. At the mouth of the river  
the lumber is floated into a cross-channel, floated  
to the wharf and placed on board the vessel for  
export. Many of the logs from Norwegian forests,  
however, and all those set aside in Canada for  
paper manufacture, are reduced to pulp at fac-  
ories by the shores of those countries. After  
passing the North Sea the lumber boat arrives  
at some English port, and here its cargo, un-  
loaded by steam cranes, is placed on railway  
trucks en route for the mills. The logs are  
thrown from the trucks into shallow ponds still  
required for use.

Now the appointed hour has arrived, and a  
batch of baulks are in the grappling iron. They  
are carried into the mills and by various ma-  
chines sawn into small pieces. These are  
placed in huge boilers with quantities of sulphur  
and other solvents, and are kept at a high heat  
for many hours. The wonderful structure of  
cells and fibres has by that time been broken  
down, and the resultant mass, after being  
ground into fine fragments, is drained and  
pressed between damp rollers. The pulp as it  
comes through this process is formed into long  
sheets of the appearance of wet, neutral-tinted  
fannel, it is also soft and yielding; a finger can  
be easily pushed through though the sheet is  
half an inch thick. Thus, in modern mills, the  
log is reduced to pulp in three or four days; for-  
merly, when water was the only known solvent,  
the operation took months to perform.

Here let it be added that a portion of the  
world's wood pulp is not made into paper; it  
is made into a distinct material, is often con-  
fused by it, and most of our cards are con-  
sidered pressed together and then, covered with a  
glaze, which permits them to be written upon.

The pulp to be converted into paper is again  
ground up—for hours this time—with a large  
quantity of water intermixed. The current of  
pulp and water is forced round and round an  
elliptical tank, passing into the "beater,"  
shaped like the paddle-box of an antiquated  
steamer—on each journey. After hundreds of  
such passages the breaker fails to make any  
further impression on the particles, which are  
then pumped away to another machine, where  
a constant stream of water clears away all im-  
purities, chance lumps, etc. If the paper is to  
be coloured a quantity of strong aniline dye is  
mixed with it at this stage. Now, in turbid  
streams, the paper runs down towards the  
"making machine." This is a wonderful in-  
vention, a long succession, yet in perfect order  
of roughs and pulleys and cogs, of falls and  
diver-sized wheels, of cold cylinders and  
steam-heated ones. The material as it is carried  
along completely changes its nature. Stand a  
moment by the machine and consider its work-  
ing. Note also the watchfulness of the man in  
charge. He is ever tearing out small squares,  
which he weighs in a delicate balance; his eye  
is upon the colouring; upon the volume which  
the machine is dealing with. Should any one  
of the various pipes fail in its supply the paper  
is spoiled in comparison to the sample lying  
before the man in charge. Then, too, the hun-  
dred-foot-long monster needs perpetual atten-  
tion, for unless it runs smoothly the product is  
simply waste.

The water with paper particles in solution  
runs down into a transverse tank from which  
it emerges in a broad "current" on to a slowly  
revolving endless wire mat, which is moving for-  
ward. So fast are the meshes that a hundred  
and sixty are found in a single square inch:  
the effect of these narrow interstices is that as  
the wire runs on its forty feet level, the water  
ebbs away. The little dots of material are left  
on the surface, and by their own weight fall  
into a soft pulp. The fibres with which each  
mite is clothed knit themselves together, and  
the pressure of a flannel-covered roller com-  
pletes the process of consolidation. After passing  
this roller the fabric is strong enough to hold  
together; it is carefully fed along felt blankets  
revolving at a slow speed, and then on to a  
cylinder, twelve feet in diameter, revolving, and  
beated by steam. This dries the paper, which is  
to the average eye almost a finished product.  
Closer observation, however, shows that it  
could not be written or printed upon: the sur-  
face is rough and spongy, blurring at the touch  
of ink.

The completing processes are now taken in  
hand. A liquid "size" of resin, china clay,  
and other ingredients is prepared, and the reel  
of paper unwound to pass through it. If one  
side only is to be "finished" this is comparatively  
simple, but for both sides to be treated the  
paper is conducted over a mass of rollers  
till it becomes difficult for the onlooker to say  
where the real course of the web lies. After  
sizing the paper is passed between hot rollers  
—steel tubes heated with steam—and comes  
out smooth and polished—fit for the pen or the  
press. The hot-roller treatment is only used  
to certain classes of paper, for the pressure is  
sufficient to make unsized paper retain ink  
without blurring.

The machine by which a reel of paper six  
feet wide, and perhaps three-quarters of a mile  
long, is cut into sheets say 30 inches by 30  
inches in size, is worth watching. Along a bar  
at the top of the frame four circular knives are  
set twenty inches apart; in front of them a  
long blade is fixed on a shaft running from  
side to side of the machine. When the paper  
is fed in and the machine started, the circular  
blades divide it accurately, while the long  
blade revolves at a regulated speed so that  
when thirty inches of the reel have run it has  
journeyed round to the cutting point again.  
The deliberate motion of this knife when  
cutting a sixty inch sheet is in amusing con-  
trast to the whirlwind of slashes when pieces  
of about ten inches long are going through.

The divided sheets are individually exam-  
ined; in some the colour is not quite even, a  
small crease makes another considered im-  
perfect. These sheets are thrown aside, and  
are sent back to a machine to be ground up,  
and afterwards remade. The perfect sheets  
are counted into reams, packed and marketed.  
Perhaps a line on two special varieties of  
paper may be of interest. That tough paper  
used for registered envelopes in our post-  
offices, is made by pressing the muslin into  
the half-made paper as it passes round the  
huge steam chest after the journey along the  
trailing wire. What is called art paper is  
much used for some purposes:—possessing  
sides of varying colour, say red and yellow,  
green and white. Most of this is made by  
varnishing a yellow sheet red on one side  
—an easy matter with proper machinery, but  
the first duplex papers were made by impos-  
ing two distinct sheets on top of one another in  
their half made state, and pressing them  
together.—E.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	107/16
Do. demand	107/16
Do. 4 months' sight	107/16
France—Bank T.T.	233
America—Bank T.T.	45
Germany—Bank T.T.	191
India T.T.	140
Do. demand	140
Shanghai—Bank T.T.	71
Japan—Bank T.T.	91
Yokohama—Bank T.T.	112

Buying.

4 months' sight L/C	110
6 months' sight L/C	110
30 days' sight San Francisco & New York	46
4 months' sight	46
30 days' sight Sydney and Melbourne	111
4 months' sight France	239
6 months' sight	240
4 months' sight Germany	196
Bar Silver	25 7/16
Bank of England rate	2 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	Per picul
Old	1,140
Older	1,150
Older	1,150
Older	1,150
Patna New	Per chest
Patna New	1,150
Patna New	1,150
Patna New	1,150

## Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL  
MEETING OF MEMBERS will be held  
in the CITY HALL, on SATURDAY, the 29th  
April, 1905, at 3.30 P.M.

By Order:  
**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per  
Cent. upon contributions for the year  
1904 has been declared.

WARRANTS will be issued on the 3rd May.

By Order of the Board,

**C. MONTAGUE EDP,**  
Acting Secretary.  
Hongkong, 13th April, 1905. [473]

THE YANGTZE INSURANCE  
ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-five  
per Cent. being Fifteen Dollars per  
Share, on the Paid-up Capital of the above  
Association, has been declared payable in Tael  
at Exchange 73 at the Chartered Bank of India,  
Australia and China, or the Hongkong and  
Shanghai Banking Corporation, Shanghai, on  
and after this date to Shareholders of record on  
the 1st April, 1905.

By Order of the Board of Directors,

**W. S. JACKSON,**  
Secretary.  
Shanghai, 12th April, 1905. [489]

WANTED.

AN EXPERT TYPEWRITER. Good  
Salary to a Quick Worker.

**JOHNSON, STOKES AND MASTER.**

Hongkong, 31st March, 1905. [430]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
TO SEATTLE, WASH., VICTORIA, B.C., AND  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
AND CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S.S. Co., BOSTON  
STEAMSHIP AND TOWBOAT CO., OCEAN  
S.S. Co., and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road.

**A. S. MIHARA,**  
Manager.

Hongkong, 27th March, 1905. [68]

EMPLOYE de commerce, Agé de 29 ans,  
de nationalité Suisse, ayant déjà occupé  
d'importantes fonctions dans des grandes maisons,  
consistant à fond de comptabilité en partie  
double, parlant couramment le Français, l'Alle-  
mand, le Hollandais, l'Italien et l'Anglais,  
désirent une situation dans l'une des villes de  
la côte de Chine.

Très brèves références—Appointements: de  
\$ 6,000 dollars par an. Ecrire aux initiales  
L. V. au journal "l'Opinion" de Saigon.  
Saigon, le 2 Mars, 1905. [332]

CAFE WEISMANN.

THE Public are invited to pay a visit to  
—OUR NEW  
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN BEER ON  
DRAUGHT.

Entrance—  
No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905. [46]

THE WISE MAN

BUYS A "SINGER," IT'S TRUE  
ECONOMY.

1 YEARS' GUARANTEE!

FREE INSTRUCTION!

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48]

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK  
CREAM which, by the bye, is always  
known by the "GOLDEN BUTTERFLY"  
on the tin, keeps excellently anywhere and  
everywhere. When opened, it is as fresh and  
sweet as though it had just been skimmed from  
the freshest dairy milk.

Nothing but praise has been received from  
those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and  
samples on application.

SOLE AGENTS:—

**H. BUTTONJEE,**

1, D'AGUIAR STREET, Hongkong.

37, ELGIN ROAD, Kowloon.

Hongkong, 19th April, 1905. [52]

## Intimations.

A SUCCESSION.

"It is a common but silly opinion prevailing  
among a certain class of people that the worse  
a remedy tastes, smells or hurts, the more  
efficacious it is." So says a well-known Eng-  
lish physician. He further adds: "For  
example, let us consider cod liver oil." As it is  
extracted from the fish this oil is so offensive  
to the taste and smell that almost everybody  
abhors it, and many cannot use it at all, no  
matter how badly they need it. Yet cod liver  
oil is one of the most valuable drugs in the  
world, and it is the greatest pity that we have  
not thus far been able to free it from those  
peculiarities which so seriously interfere with  
its usefulness. This was written years ago;  
the work of civilizing and redeeming it how-  
ever has since been triumphantly accom-  
plished; and as a leading ingredient in the  
remedy called

**WALPOLE'S PREPARATION**

the oil retains all its wonderful curative prop-  
erties with no bad smell or taste whatever. It  
is palatable as honey and contains all the  
nutritive and curative properties of Pure Cod  
Liver Oil, extracted by us from fresh cod  
livers, combined with the Compound Syrup of  
Hypophosphites and Extracts of Malt and  
Wild Cherry; creating a medicine of unequalled  
power for the diseases most prevalent and fatal  
among men, women and children. There is  
no other remedy to compare with it. It in-  
creases the digestive power of the stomach and  
in blood impurities, Weakness, Loss of Flesh,  
Throat and Lung Troubles, Nervous Dys-  
pepsia, Scrofulous Affections, Thinness and  
Slow Development in the young, it gives quick  
and certain relief and cure. Dr. G. C. Shannon,  
of Canada, says: "I shall continue its use with  
me, I am sure, great advantage to my patients  
and satisfaction to myself." Has all the virtues of  
cod liver oil, none of its faults. You may  
trust it fully; it cannot disappoint or fail. One  
bottle convinces. Sold by all chemists.

**S. MOUTRIE & CO., LD.,**

PIANO AND ORGAN  
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second  
hand Pianos from \$200 upwards, and a  
written guarantee for a test period of TWO  
Years given for each instrument.

A large consignment of records at the low  
figure of \$1.50 each, 5% on wholesale orders.

The largest and most varied Stock of Music  
in China. Inspection solicited. Our work-  
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [505]

THE WINE GROWERS

SUPPLY CO.



HARRETTO & Co.,

General Agents, Hongkong.

**GUINNESS'S STOUT.**

"THE CELEBRATED PIG BRAND  
STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND  
STOUT"

is the very Finest Stout brewed by Messrs. A.  
Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND  
STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND  
STOUT"

Consumers wishing to drink perfectly pure  
Stout of the very finest quality should



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D.  
1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S  
CELEBRATED

**E**

BLEND

A WHISKY  
OF  
GREAT AGE  
MATURE,  
MELLOW  
AND  
FINE FLAVOUR.

A Blend of the Finest Pure Malt  
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

**A. S. WATSON & Co.,**  
LIMITED.

Hongkong, 1st April, 1905.

THERE IS ONLY ONE

**CLUB No. 1**

WHISKY SOLD IN THE COLONY.

WE CALL IT **NO. 1** BECAUSE

IT IS SO IN EVERY RESPECT.

IT IS OF GREAT AGE,

MATURED IN SHERRY CASKS,

MELLOW, SLIGHTLY SMOKY

AND DISTILLED FROM PURE MALT.

BESIDES,

IT IS **BOTTLED AT HOME**

BY THE DISTILLERS.

DO NOT FORGET

WHAT THIS MEANS.

**\$18.00 PER DOZ.**

**GREGOR & Co.,**

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hongkong, 24th April, 1905.

**BIRTHS.**  
On 10th April, at Swatow, the wife of W. H. CAMPBELL, of a daughter.  
On 10th April, at Hankow, the wife of F. L. HARRISON, of a daughter.  
**MARRIAGES.**  
At the Presbyterian Church, Singapore, on April 15th, H. P. KIRKHAM, of the Singapore Municipality, to MARGARET NUNN HUBBELL, youngest daughter of the late Arthur John Hubbell, of Barnstable, South Devon and Cardiff.  
On 20th April, at Shanghai, JOHN LENOX, son of John Lennox of Liverpool, to JOHNA LOUISA FANNY, daughter of Francis Broomfield of West Dulwich, Surrey.  
On 20th April, at Shanghai, RONGTAT CHEN, second son of C. W. Forbridge of Chorlton-cum-Hardy, Lancashire, to LILIAN STUART, eldest daughter of J. B. Walsh, of Bolton, Lancashire.  
On 21st March, at Shanghai, the Rev. G. H. SNAILE to JESSIE M. GREEN, both of Wenchow.  
**DEATHS.**  
On 8th April, at Wuchang, HLEN ISABELLA, daughter of Dr. and Mrs. Robert Borland, aged five years and eight months.  
On the 22nd inst., at his residence, "Beaumont," Moseley (Birmingham), England, WILLIAM COWPER, Esq., dearly beloved father of Nellie Gertrude and Percy Ho's son, Holyoak.

**The Hongkong Telegraph**  
HONGKONG, TUESDAY, APRIL 25, 1905.

### THE CANTON-HANKOW RAILWAY.

Much speculation exists in Hongkong regarding the prospects of work being resumed on the Canton-Hankow railway. The question is not considered so much from its political and international importance as from the outlet it will afford for many who are at present in the position of the unemployed. The difficulty of getting reliable news on the subject is, of course, very great. It has been repeatedly announced during the past few weeks that the work would begin about the middle of April, but now that the end of the month is in sight, the date has been changed to the 1st of May. It has been asserted, also, that an American contractor, with a gang of experienced railroad men, was on the way to Canton direct from the Western States, but so far neither the contractor nor his men have materialised. Again, it was stated that a local caterer had received a contract to supply some 300 men or more with daily rations at a uniform rate of \$60 per head per month. That is believed to be a well-founded statement; but until the works appear the caterer is likely to remain idle. The importance of the question to the unemployed is obvious. Already a number of Europeans who were without work in Hongkong, or thought they would better themselves by being first on the scene when work started on the railway, have gone to Canton in expectation of being employed within a few days. But it seems that no sooner is it definitely stated that work is about to commence than some hitch occurs, and it is again postponed *sine die*. A report, which was far from cheering to those who are waiting Micawber-like "for something to turn up," announced that it had been determined to enlist no employees from the Philippines or from Hongkong. The reason assigned for this resolution was that the railroad men in the Philippines had proved themselves incompetent, careless and costly; while the workers likely to be found on Hongkong were inexperienced and untrustworthy. Whatever truth there may be in these rumours and reports, there can be no doubt that the resumption of work on the Canton-Hankow railway is agitating a very considerable number of the community. There are larger questions at stake than the engagement of a few unemployed, but for the present their hopes and fears are of immediate import, and are significant of the state of affairs among the lower strata of the Colony.

### LOCAL AND GENERAL.

MAJOR W. J. Caulfield, 110th Mahrattas, has been promoted to Lieut. Colonel.

THE English Mail of the 25th March was delivered in London on the 22nd inst.

THE Chinese Garrison at Weihaiwei was increased by over a thousand men last month.

MESSRS. Morling, Dickinson, Southcott, and Brown, who came by the Lu-Han railway, reached Hankow in 84 hours from Peking.

A SPECIAL notice issued by the Shanghai butchers indicates a serious crisis in the food supply of the Settlement, and one of which the Municipal Council will doubtless take notice.

A NUMBER of picture postcards are going through the post with imitations of Hongkong postage stamps on the picture side. The *N. C. D. News* has been asked to warn those who send these cards that they cannot be forwarded through the British Post Office, the presence of imitations of actual postage stamps being contrary to the regulations.

Mr. P. Donnelly, lately foreman boiler-maker at Messrs. Farham, Boyd & Co.'s Pootung Works, has gone for the round trip to Nagasaki and back, and on his return he will take up the management of the new Dock & Engine Works at Kaohsiangmiao, a new company which has already won on hand to the extent of a quarter of a million taels, says the *N. C. D. News*.

Two privates from the Royal West Kents were walking along the beach at East Point yesterday when they found an old abandoned sailing boat. They decided to have a cruise round the harbour, and so, pushing the boat into the water, they got in and shoved off. Their cruise was of very short duration, as they had gone but a very little way when the craft quickly filled and sank under them, leaving them floundering in the water. They were picked up by a passing boat and safely landed.

A HANKOW letter reports that a Taoist named Huang and a General named Liu, who were appointed by Cantonese gentry interested in the Yuen-Han (Canton-Hankow) Railway to canvass the gentry and wealthy merchants of Hunan and Hupeh provinces to join the Southerners in raising a sufficient fund for the construction of that line with Chinese money, have succeeded in getting a large number of wealthy people of Hupeh province to subscribe towards the fund and make a handsome addition to the large sum already subscribed in the South and in Hunan province.

An old Chinese woman was arrested on Sunday for fighting and creating a disturbance at West Point, and being disorderly when ordered to "move on." She was taken to No. 7 Police Station and placed in a cell, but had not been there long when, unwinding a long cloth from round her body, she attempted to commit suicide by hanging herself to the bar of the gate. She was discovered before any serious results accrued, and as she appeared to be in a bad way and very much exhausted, Inspector Collett sent her to the Government Civil Hospital. At the hospital she behaved so strangely that she was sent to the asylum and there the doctors pronounced her to be insane.

### THE CHINESE ENGINEERING AND MINING COMPANY LIMITED.

THREE IMPORTANT TELEGRAMS.

The following telegrams, of which we published a very brief summary once before, are now in full in the native papers:

FROM CHANG YI TO VICEROY YUAN, 5TH SECOND MOON.

Your wire of the 5th day noted and inquiry was made about the points immediately according to the lawyers' statement that the "warrant of transfer" is not cancelled, the British Law Court gave judgment that all the clauses of the Memorandum must be observed or the Company cannot enjoy the advantage of the property. The Memorandum preserves China's sovereignty and the Director-General's administrative right over the Company will be the same as before. Therefore, the Chinese authorities will have the same power as they had before the Boxer trouble. Since the Court of Justice has given the judgment, the British Government will surely neither interfere nor give assistance to the British employees of that Company and the Chinese Government can therefore in accordance with Memorandum deal with them with a strong hand and have them expelled. The dividend and profits due to Chinese and foreign shareholders will be the same as before. The "deed of sale" privately made by Mr. Dering was not recognised by the Court, and has evidently become null and void. Though the "Warrant of Transfer" is not cancelled, as it was made by fraud it cannot be held as proof. So the British Law Court has found that the Memorandum is the only document to be upheld. According to the 7th and other clauses of the Memorandum, it not only proves the sovereignty of the country, and that the rights of landhold on the part of the Chinese authorities are not forfeited, but also that the Director-General appointed by the Government has complete power in the management of the Company's affairs. The mines are therefore still in our possession and the power is restored. In future, all the reports to be made on the Company will be done as usual. Chingwangtao is a voluntarily opened port, of which the public works, the police and other government affairs can be arranged by the Tientsin (Customs) Taoist. The lands purchased and the harbour built with a loan by the Company itself have been reported to the Throne at the beginning, and it is on record. The lands which were put under the care of the Company as agents will be dealt with as has been sanctioned by the former Viceroy Yu Lu. In addition to the telegram sent to the Wai Wu-Pu for transmission to the Throne this is for your information, and I request you to deal with the question in order to comfort the minds of the shareholders and stop any further schemes. What good fortune this is to myself and the situation!

TELEGRAM FROM VICEROY YUAN TO THE WAIWU-PU.

I find in the first clause of the "Warrant of Transfer" the words "to hand over all the places for possession forever;" it is evidently a deed of sale. How then, if it is to be ignored if it has not been cancelled? According to the Memorandum, the Company is to be registered by British Law as a Chinese and British Corporation, which does not mean the restoration of the property and grounds, to China, and as half of the power is to go to the Britishers, it is a matter of course that the Chinese authorities cannot recover the whole power. Again, it is provided in the Memorandum that a Board be formed. In London. How can the Chinese Director-General or Manager have the same power as before the trouble? It will be just as Chang Yi mentioned in his telegram of the 2nd day and Moon "Chinese in form and foreign in reality." If this is so they have again played him a trick. Since the British Law Court has given the verdict, nothing further can be done by Chang Yi in England. It seems better to appoint a high official to take charge of the Mining Company and order him to return to China for the handing over; so that it can be ascertained clearly, how much is really left to China.

TELEGRAM FROM WAI WU PU TO VICEROY YUAN.

Referring to the case, though judgment has been given by the British Court, it is reported that the defendants are to appeal, moreover, according to the verdict, it is still a Chinese and British Corporation. If an official is appointed to Chang Yi's place, and we order him to return to China, he will be out of the trouble when anything happens. As the Mining Company is under the Peking jurisdiction, you are to arrange and reply.

It seems clear from the foregoing that Chang Yi attempted to make out a better case for himself than is exactly justified by actual facts or entirely failed to grasp the real significance of the judgment. We fancy, however, that his real object was to escape responsibility, and that he did not really believe the existence of the British Company could be quashed. Viceroy Yuan's view of the matter is a testimony to his clear-headedness.—P. and T. Times.

### FENWICK'S CAPITAL INCREASED.

EXTRAORDINARY GENERAL MEETING.

Shareholders in Geo. Fenwick and Co. have decided to increase the capital of the company by creating 12,000 new shares of \$15 each. An extraordinary general meeting of the company was held this morning under the presidency of Mr. A. Roger, other scrip holders attending being Messrs. W. Parlane, Hart Buck, (directors) W. G. Winterburn (manager), J. R. McCorquodale, J. D. Kinnaird, J. C. Andrew, and J. R. Forbes.

The Chairman said—Gentlemen, this extraordinary meeting has been called as you are no doubt all aware, to propose and if thought fit, to pass a special resolution, which has been well advertised in the local newspapers. But before reading, and formally proposing the resolution, I would for your information like to make a few preliminary remarks. In 1903 the Hongkong Government began to put pressure on us to remove from our present works at Wanchai, by giving us notice of two years, to cease pursuing a noisy trade in that locality, and to our surprise on looking up our Crown lease, which is for a term of 999 years, we found it stipulated that no noisy or other objectionable trade should be carried on there. As we are assured that the same trade of engineering etc., had been carried on in the same premises for something like forty years, and as we were not then prepared to cease working or to remove elsewhere, we laid our case before one of the best legal authorities in the colony, and while his opinion was that seeing this trade of engineers etc., had been so long carried on there, that the company acquired the property to continue the trade then carried on, and which had for so many years been in existence and that the government had registered the company for this specific purpose, that he was of the opinion that we could resist with a fair show of success if the case came before the court; but that all things considered, he recommended that we should take the earliest opportunity of moving to another locality, and realising that when the projected reclamation in front was begun, and that we could not possibly get permission to carry on our business on the new reclamation, the present premises would be quite unsuitable for us by being removed to the water frontage. Your directors then began to seriously examine various localities, where we might find a new and suitable place, and after much inquiry, examination and consideration, we finally decided that a site at North Point was the most suitable for us, and after some delay in making and agreeing to the necessary arrangements required by the Government, we finally acquired this site. As stated by the then chairman from the chair at one of our ordinary meetings some three years ago, temporary arrangements had been made to finance the scheme, and on the 30th June last, we issued a circular letter to all the shareholders notifying them of the land acquired and of the necessity of increasing the capital of the company from \$150,000 to \$450,000 and inviting suggestions from them for our guidance in carrying the proposed scheme through. It is perhaps unfortunate being compelled to call up new capital at this time when money is so scarce, but we trust it may be more plentiful by the 30th June, the date on which payment becomes due. It is our intention to issue 6000 shares at twenty-five dollars each fully paid-up, so that each registered shareholder will have an opportunity of taking up one new share for each old share he holds when the new shares are issued. Should we be successful in disposing of our Wanchai property at a good figure soon, we do not purpose issuing the remaining 6000 shares. The property is in the market, and judging from the opinion expressed by the acting Director of Public Works at the Sanitary Board meeting some months ago that the island lot occupied by No. 5 Police Station, Wanchai, would be sold by auction fetch \$6 per square foot. We are hopeful that our marine lot of 42,000 square feet held on a 99 years lease and carrying the proposed reclamation rights will fetch a good price some day soon. The new site we consider a most suitable one, the advantages of having a work on Hongkong side of the harbour are great, and the electric tramway passing the premises have enhanced its value. We have a water-frontage of 400 feet, with a depth of about 30 feet at low tide, and are hopeful that with brisk trade in the colony, and good management, the undertaking will be a success; but it must be expected that until the place is completed and in good working order, we can hardly anticipate being able to pay the usual 15% dividend on the increased capital. The new shares will rank equally with the old shares so far as dividends are concerned from the 1st July 1905. I will now read the resolution—That the capital of the company be increased from \$150,000 to \$450,000 by the creation of 12,000 new shares of \$15 each, that 6,000 of the said new shares be offered to the parties who on the 29th day of April, 1905, shall be members in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the company either (without interest thereon) on or before the 30th day of June, 1905, or (with interest thereon at the rate of 12 per cent per annum) from the 30th June 1905 to the 15th August 1905, or for such lesser period as the directors shall from time to time or at any time determine) on or before the 15th August 1905; and that the remaining 6,000 new shares be offered to such parties, at such time or times and upon such terms and conditions as the directors shall think fit and determine. If any gentleman presented with any further information I will be pleased to give it to the best of my ability. I have here no questions the chairman proposed the adoption of the resolution.

Mr. Forbes—1 beg to second.

The motion was carried.

The Chairman said—It might say that we have asked Mr. Hart Buck to rejoin the board of directors, and we are very pleased to think that he is agreeable to do so. I thank you for your attendance.

### TELEGRAMS.

#### THE BALTIC FLEET.

[Reuter's.]

CANNONADING REPORTED OFF KAMRANH.

LONDON, 23rd April.  
The correspondent of the Paris *Temps*, at Saigon, wired at 10.40 on Sunday morning that all the Baltic fleet had left Kamranh. At noon on Saturday a violent cannonade was heard off the Bay, and it was supposed that an engagement had taken place with the Japanese scouts.

FRENCH NEUTRALITY.

Four Russian transports are at Saigon. The Government of Saigon has prohibited all Russian merchantmen from embarking a large quantity of coal consigned to them, and only permitted them to embark sufficient for a voyage.

The steamship *Chenai* which arrived here to-day from Bangkok reports that a fleet of 17 vessels, supposed to be the Baltic Fleet, was sighted off Kamranh Bay five days ago. The fleet was lighted up, and according to a passenger's statement, was coaling.

Captain Fain, of the German s.s. *Quinta*, which arrived in port to-day from Saigon, reports that shortly after leaving that port on the 21st inst., he sighted four Russian transports which were then taking in their anchors. They did not signal the *Quinta* which proceeded on her way. On the 22nd inst., at one o'clock in the afternoon, when off Kamranh Bay he sighted eight men-of-war, and a great number of transports and other vessels in the inner Bay. One of the men-of-war was patrolling outside, but did not speak the *Quinta*.

[N. C. Daily News.]

JAPANESE DEFENSIVE MEASURES.

Tokio, 17th April.  
The Japanese authorities at Gensan, Korea, have announced the establishment of a defensive zone there, warning a camera of the danger of navigating at a speed of over five knots.

GUARDING THE GATE.

Tokio, 18th April.  
A naval defence zone has been gazetted in respect of the Tsugaru Strait.

NEWSPAPER OPINIONS AND SURMISES.

The papers point out the probability that the Baltic Fleet was anchored at Kamranh earlier than 14th inst. and question whether France will allow them to remain in that harbour. The Japanese would not like a second Madagascar performance within the probable area of operations.

The *Jiji Shimpo* goes the length of suggesting that the fact be notified to England in accordance with the provisions of the Alliance. The *Kokumin* says that the taking refuge by the Baltic Fleet in a neutral harbour, combined with other indications, raises a doubt whether Admiral Rozhdestvensky is actually prepared for a fight; he will probably endeavour, the paper thinks, to reach Vladivostok without paying his respects to Admiral Togo.

ACTIVITY OF THE JAPANESE SCOUTS.

Osaka, 19th April.  
A Saigon telegram says that the Japanese fleet has captured a number of colliers off Saigon.

THE ARMADA AT KAMRANH BAY.

Tokio, 19th April.  
The Japanese papers, including the *Kokumin*, are writing very vigorously about the Kamranh Bay scandal. They point out that it is quite possible that Admiral Rozhdestvensky made previous arrangements to take refuge there. They say that Japan sincerely desires France's friendship, but France must be sensible of the extreme unwisdom of permanently alienating the good will of Japan. Japan will not commit suicide in the interest of the European politics of the Quai d'Orsay. No quibble now will be listened to.

Some of the papers urge that Japan should recognise that the safety of the country is the supreme law.

I hear that there are indications that the Baltic Fleet intends staying at Kamranh Bay until the 7th of May, using it as a base from which to overhaul merchantmen.

It is alleged that Russian transports are plying between Saigon and Kamranh Bay, hoisting merchant flags.

Osaka, 20th April.

It is the general belief in Great Britain that France will observe strict neutrality at this crisis.

THE BALTIC FLEET WANT A STATION IN FORMOSA.

A London telegram says that it is reported from St. Peterburg that Admiral Rozhdestvensky is anxious to acquire a naval base in Formosa.

SOME FRENCH IMPRESSIONS.

The visit of the Baltic Fleet to Indo-China waters does not appear to have borne the significance for our French contemporaries that it did for the people of Hongkong and Singapore. When the fleet arrived, *L'Avantur du Tonkin*, for instance, calmly announced the presence of the second Russian squadron at Kamranh and ended by "waiting developments." But the mysterious visit of six Japanese to Cape St. James caused quite a flutter in the dovecots. Under the heading "Japanese Audacity" *L'Avantur du Tonkin* stated that on Friday, 14th April, six Japanese, dressed in white, without uniforms, landed from an Annamite junk at Cape St. James. After watching the arrival of some German colliers, they strolled round the town, visited their friends or companions, and actually dined in a Chinese restaurant, which several French officers are in the habit of frequenting.

Whence do they go, these Japanese? asks *L'Avantur du Tonkin* plaintively. And the answer is: "Nobody can tell!" This is dreadful, of course, but worse follows. The chief magistrate of the town knew nothing of the Japanese visit, till more than 24 hours after they had gone. Not only that, the military and naval authorities have ignored the visit.

Little wonder, then, that the integrity of French soil is threatened. The special correspondent of the French paper would like to vent his feelings in a hearty "A bas les Japonais" but he refrains for the present.

In the same newspaper there is a nice sarcastic paragraph on the expense of *L'Avantur du Tonkin*. It appears that a correspondent of that paper sent in a report stating that the Saigon correspondent of the *Courrier d'Indochine* had sent news of a naval battle which had taken place off Cape St. James. The report was embroidered with references to the mobilisation of the troops at the Cape, the watching of the entrance to the river by the Cochinchina squadron, the arrival of the *Orel* and four colliers and the departure of a junk with six Japanese on board. The correspondent of the *Avantur* indignantly asks why the credulity of readers should be imposed upon, but it will be noticed that he takes the trouble to telegraph it all the same.

### THE "SULLY"

There is practically no news of the French cruiser *Sully* by the latest Indo-China papers to hand. In the *Avantur du Tonkin* there is a brief statement to the effect that the Port Engineer of Saigon has gone with Mr. Jack to inspect the arrangements being made for refloating the vessel, and to test their practicability. It is said, the report proceeds, that the English are building a dock of 5,500 tons, but that represents only the quantity of water in the cruiser, and consequently it is likely to prove ineffective. The fact seems to be, however, that the cofferdam being built in Hongkong has been confounded with a sort of graving dock. The writer in the *Avantur* is still despairing of the ultimate salvage of the *Sully*.

The work on the construction of the cofferdam, now being built at the Kowloon Docks, for the salvage work on the *Sully*, is proceeding most satisfactorily, and it is expected that it will be completed in about another ten days, and be ready to proceed to the scene of the stranded cruiser.

### SHIPPING JUTSAS.

The British steamers *Rosily* and *Leikington* have been finally condemned.

The Norwegian steamer *Henry Holckow* (5,000 tons) was captured in Hokkaido waters on the 7th.

The *Dakota*, the sister ship to the *Minnesota*, but eleven tons larger, was to leave New York for Hongkong, via the Cape of Good Hope, on or about the 3rd of this month.

In the British Supreme Court at Shanghai on 18th inst., before Justice De Saumarez a case was called on in which Alexander Pavlov sued Thomas Robert Charles Ward of the Hotel des Colonies for damages amounting in 115,000,000 for the wrongful conversion by the defendant of the s.s. *Sampson*, the property of the plaintiff, and for costs. No evidence was taken in the case and it was set back for hearing at a future time.

The captain of the steamer *Kamsherg* reports that on the 7th instant in Howk Channel, Bamboo Island bearing N.E., he exploded a drifting mine. On the 15th inst. in Lat. 34 22' N., Long. 121 50' E., a long way south of the Shantung Promontory, he exploded an enormous drifting mine, nearly ten feet in diameter. He fired at it at a distance of something over 150 yards, and fragments of it fell on his deck. This is one of the largest yet reported.

### THE ACCIDENT TO MR. J. R. TWENTYMAN.

Further particulars of the accident to Mr. Twentyman, chairman of Farham, Boyd and Co., Ltd., which was reported to us by wire from our Shanghai correspondent on the 24th inst., are printed in the *N. C. D. News* of that date. The paper says:—

While Mr. Twentyman was crossing the Garden Bridge in his brougham yesterday afternoon, bound for the Old Dock, the pony attempted to bolt, and the mafao on the box either jumped or was thrown off his seat. The pony, started, collided with a private ricksha, and dashed into the trees opposite the Astor House. The off-hind wheel of the brougham snapped off with the result that the vehicle crashed over on to its side. The second mafao, who was on the step behind, was very badly cut by the window at the back of the carriage. Mr. Twentyman leapt out and was found to be badly injured about the face and legs, and he was at once taken to the General Hospital under Doctor Macleod's instructions. The second mafao was taken to St. Luke's Hospital where his injuries were found to be so serious that he is likely to be detained for some weeks. Mr. Twentyman, we understand, is also detained in hospital and it is reported that he has broken one of his ribs. The coolie who was pulling the ricksha with which the brougham collided was slightly injured. This is the second accident to a member of Farham, Boyd & Co. this week. Mr. Prentice, being the other victim, but he, fortunately, escaped unhurt.

From a previous issue of the same journal, we learn that two carriages, owned by Messrs. W. N. Lent and J. Prentice respectively, came into collision on the Bund. Both carriages were badly damaged and one of the mafaos was thrown violently to the ground and seriously injured. He was removed to the Shantung Road Hospital, where he was detained.

### SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Express of Japan*) at prox. German (*Prinz Waldemar*) at prox. Indian (*Sutlej*) at prox.

The M. M. Co.'s s.s. *Emil Simons* with the next French Mail left Singapore yesterday, at 2 p.m., for this port via Saigon.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Tyding* left Shanghai on 21st inst., at noon, and may be expected here on 26th inst.

The Imperial German Mail s.s. *Prinz Waldemar* left Kobe via Moji on Monday at 6 a.m., and may be expected here on 1st prox. at daylight.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 8 a.m. on 24th inst., and left again at 2 p.m. same day for Kobe where she is due to arrive at 2 p.m. on 25th inst.



## TELEGRAMS.

(Route).

## The Resignation of M. Delcasse.

LONDON, 23rd April.

President Loubet has summoned M. Delcasse, in an endeavour to personally induce him to withdraw his resignation. M. Bieuvenu Martin, the minister of instruction, has expressed his conviction that the matter will be arranged.

## The German Mission to Poy.

The German Mission is preparing to start for Poy, the tribes along the road are arranging great festivities in its honour.

## A CURIOUS STOWAWAY CASE.

Remanded from last week the case in which eight Chinamen were charged with being stowaways on board the s.s. *Nicomedia*, with intent to obtain passages from this port to Portland, Oregon, was called on again before Mr. Hazland, at the Magistracy this morning. The men admitted that they were on board the steamer, but not with the intention alleged against them, as they had arranged with "one Ah Ping, a seaman of that vessel, that they should pay what money they could and work on board during the voyage to square off the balance of the passage money. In this way some of the men paid Ah Ping \$50, and agreed to work out the balance, the fare being \$120, while others declined to work and paid \$100 in full for their passages. They had no tickets or receipts, as Ah Ping had told them they would receive them on board. The men had all been in America before, and wished to return there, but they did not all have sufficient money, and they thought that the arrangement to work part of their passages was quite usual and regular. They did not intend to defraud anyone or do anything wrong.

Ah Ping was then charged with aiding and abetting the men in stowing away. His Worship said it was clear that the men did not go on board with any wrong intention; they all appeared to be rather stupid, and there was no doubt that Ah Ping, taking advantage of their stupidity, had duped them. They could not be held to be stowaways in the legal acceptance of the term, for the moment they found they were not to be treated like ordinary passengers, but to be hidden away by Ah Ping, they refused to submit, and it was the fault they made over the absence of any bedding, food, or their own belongings that attracted the attention of the officers of the vessel to their presence on board. They were all accordingly discharged.

Mr. P. W. Goldring appeared for the *Nicomedia* stowaways; Mr. R. Harding for the first, Mr. H. K. Holmes for the second, and Mr. Otto Kong Sing for the third aiders and abettors.

Mr. R. Harding then rose and, on behalf of Ah Ping, said he must be discharged too, as if there was no stowing away there could be no aiding and abetting thereof. His Worship said it was a difficult point, as undoubtedly Ah Ping had acted with intent. Mr. Harding observed that it was possible that Ah Ping had an arrangement with the officers of the *Nicomedia* to get passengers at what fares he could and make them work out their passages. His Worship said if the vessel were returning here within two weeks he would remand Ah Ping, but he could not do that now, as the *Nicomedia* was not expected back for over three months. Inspector Langley applied that the charge against Ah Ping be amended to one of obtaining money by false pretences. Mr. Harding argued that that case could not be proved without the evidence of the officers of the vessel. His Worship said he would adjourn the case, allowing the accused very small bail to appear when called up, the police to notify him within a week of the expected arrival of the *Nicomedia*. Bail fixed at \$5 cash.

## A CASE FROM SINGAPORE.

Inspector Langley then placed nine Chinamen before His Worship, charged with having stowed away on board the s.s. *Lightning* in Singapore, and thus obtained passages thence to this port without paying for same. The Inspector applied for a remand for investigations into their antecedents, as the captain of the s.s. *Lightning* had reported that, just prior to her sailing from Singapore, a detective came on board to place two men ordered to be deported from that place on the ship, and stated that a number of prisoners had escaped from the Singapore gaol the previous day, where they were awaiting their trial on the charges of murder and other serious crimes, and it was necessary to communicate with the Singapore police regarding the nine men in question. One of the men bore the marks on his wrists of manacles, which had evidently been forced over his hands. A remand was granted.

Not content with being a stowaway Ching Kwong wandered around the s.s. *Lightning* and annexed the clothing of a bona fide passenger. Mr. Orme sent him this morning to two months' hard labour and six hours in the stock, and to be returned to Singapore at the expiration of his sentence.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 25th at 11:55 a.m. The barometer has risen slightly on the E. coast of China, fallen over Japan and S. China.

The depression is moving NE. in the S. part of the Sea of Japan.

Gradients are slight generally on the China coast and light to moderate SE. breezes may be expected in the Formosa Channel and N. part of the China Sea.

Forecast:—Light SE. breezes, fair.

## THE DOCK COMPANY.

AND THE FLEET.

THE ESTABLISHMENTS A FACTOR IN ITS EFFICIENCY.

(From a Correspondent.)

The recent piece of work which was successfully undertaken by the Hongkong and Whampoa Dock Company in connection with the refitting of both the *Albatross* and *Glory* stands out prominently at a time when it is of the utmost importance that the capabilities of Hongkong in this respect should be tested.

It appears that serious defects had been found to have developed in the gun of both these ships in a most unexpected manner, it being most pronounced in the *Albatross*. As we understand it, it is only the turret guns which are really noticeably affected, and the cause of it seems to be traceable to the copper driving band which encircles the base of the projectile and which, cutting into the rifling of the gun as the projectile is forced through the muzzle, imparts the rotary spin to it which keeps it true and straight as an arrow during its passage through the air.

The temperature of cordite in an enclosed space, such as the chamber of a gun, is enormous and if it was not for instantaneous would actually melt the steel wiring of the gun; as a matter of fact, it actually does wash out a minute skin of steel and reduces the muzzle velocity by a few yards every time the gun is fired.

But the melting point of copper, being a good deal lower than that of steel, the effect on the driving band of the projectile would be proportionately greater and the surface would become at any rate considerably softened.

We might, therefore, reasonably expect the driving band to wipe itself on the lining of the gun and leave a trail of copper deposited.

This is apparently what has occurred, only that about the centre of the gun where the temperature, due to the highest pressure, would be greatest a constriction has formed, the copper being more thickly deposited here than anywhere else.

It must be remembered that as these guns are wire guns and therefore have a certain amount of spring in them, the copper would be deposited when the gun was slightly expanded from the pressure, and consequently as the bore assumed normal dimensions again the added thickness of copper would cause the constriction before mentioned. It therefore became necessary to replace these guns by others from the reserve stores. Now the removal of a fifty-ton turret gun and the placing of another in its stead is no mean piece of work. It must surely be gratifying to the Colony no less than to the Naval Authorities that the Dock Company were equal to it.

The gun is secured to the mounting by means of steel bands encircling the chase. These had first to be removed and the gun lifted hydraulically from its bed; huge wooden chocks were placed under it to take the weight while a large wire hawser was passed several times round and knotted as a sling. A piece of timber placed in the knot prevented it from jamming so tight as to prevent it being subsequently untied.

A difficulty now presented itself in the fact of the large sheers of the dockyard not having sufficient take to plumb the centre line of the battleship. This was got over by rigging a secondary pair of sheer legs supported by the first and composed of heavy baulks of timber securely lashed at the heel. It was so arranged that these baulks of timber would be subjected only to a crushing strain which can be best illustrated by the simile of a bow and arrow when the bow is at tension. A second difficulty remained in the fact that the guns could not be lifted direct, but had to be moved from under the turret roof, and this was got over by moving the whole ship in a fore and aft direction as soon as the weight had been taken and reversing the operation when the guns were replaced. No hitch occurred in either of these steps. The great guns were removed and fresh guns placed in their stead without any fuss whatever and both operations were carried out in a single day for each ship.

When one thinks what this might mean in war time the importance of it is obvious. Already the home Government are awakening to the capabilities of private firms and the advantages of subsidising.

There is certainly a good case in point. The erection of plant sufficiently powerful to carry out such an operation in the Naval Yard would be a sore burden on the taxpayer seeing that it would be seldom required and yet must be maintained in good order. Nor is this an isolated case by any means and the assistance of the Whampoa Dock in Hongkong is no small item in the efficiency of the China Fleet and the defences of the Colony.

## WANTED IN SIAM.

An application was made before Mr. F. A. Hazland at the Magistracy this morning, on behalf of the Siam Government, under the Fugitive Offenders Act of 1881, for the extradition of one Kam Rao, late a station-master in the employ of the Royal Siam Railway Department, who is wanted in Siam, to answer to a charge of feloniously stealing and converting to his own use 600 Ticals, the property of the said Railway Department. After reading over the depositions forwarded by the Siam authorities, His Worship said he was satisfied that they showed a strong presumption of guilt upon the part of the man whose extradition was sought, and he therefore committed him to Victoria Gaol for fifteen days, pending the order of His Excellency the Governor, during which time the accused was at liberty to apply for *Adami curiam*.

## FARNHAM, BOYD &amp; CO., LD.

INTERESTING CORRESPONDENCE.

## THE PROJECTED SALE.

SHAREHOLDERS TO BE SAFEGUARDED.

In connection with the special telegram from our Shanghai correspondent published last week, the following correspondence will be read with interest:

Shanghai, 13th April, 1905.

J. R. TWENTYMAN, Esq., Managing Director, Messrs. Farnham, Boyd & Co., Ltd.

SIR,—As shareholders interested in the proposal to sell the Company's business upon the conditions stated in the Directors' circular letter of the 11th September last, and in the Directors' Report of the results of negotiations to that end, as stated in a further circular letter of the 11th instant, we, the undersigned, desire to express the opinion that the best interest of the Company under its present management, and the future policy of the Directors in regard to the proposed sale of the undertaking.

At the meeting of shareholders held on the 20th September last, you expressed regret that it was not then possible to give fuller details of the offer then submitted, but the meeting was assured that these details would be provided later on. We therefore now desire to be informed whether, as matters stand, there exists any valid reason which renders it inexpedient that the shareholders be afforded a frank, definite and comprehensive statement on this important matter? We consider that for the proper discussion and elucidation of the question, and to record those views which the shareholders of the Company are properly entitled to express, the Directors' letter of the 11th inst. is entirely inadequate and that the only satisfactory course to be adopted lies in convening an extraordinary meeting of shareholders at an early date.

Addressing you, Sir, as prime mover in the scheme which, received in good faith as a "firm offer" has undoubtedly induced a considerable section of the public to invest in the stock, we consider it due to the shareholders that explicit information should now be afforded on several points which the Company's latest circular letter leaves unexplained. Moreover, we regard it as essential to the future prosperity of the undertaking that the conduct of its business and the position of its stock in the local market should be as far as possible dissociated from that element of speculation and uncertainty to which it must inevitably be exposed by such incidents as the recent negotiations. Apart from our individual interests as shareholders, we recognise the fact that the reputation and management of Shanghai's largest industrial undertaking must have far-reaching results on the business and credit of the community as a whole and we would therefore ask you, as Managing Director, to place all the facts of the present situation unreservedly before a meeting of shareholders for the information of the public.

Amongst matters on which we consider further information necessary are the following:—1.—What is the personnel and financial standing of the London Syndicate? Was it definitely constituted in September of last year?

2.—What was precisely the nature of the conveyed "firm offer," and by whom was it conveyed?

3.—Is the Syndicate's present offer in a definite form and unconditional? Is there any time limit?

4.—What do the Directors recommend in regard to the present offer? What steps, if any, are being taken as regards future negotiations?

In conclusion, and supplementing the above, we would suggest that if you concur in the advisability of convening a meeting of shareholders for discussion of the Company's business and prosperity, it would be well to take the sense of that meeting as to the expediency of including in the Directors' letter to the Company one or more "outside" members. It is our conviction that public confidence in the Dock Company, undoubtedly shaken by recent events, would be materially restored by such a step.—We are, etc.,

J. O. P. BLAND,

J. M. DICKINSON,

C. J. DUDGON (by his attorney

F. Anderson),

C. R. BURKILL,

W. W. IRVINE,

P. BRUCE ROBERTSON,

A. W. MAITLAND,

F. E. TAYLOR,

L. C. B. EDMONSTON,

T. MORGAN PHILLIPS,

JAMES JOHNSTON (by his attorney M. Hoerter).

Shanghai, 18th April, 1905.

Messrs. J. O. P. BLAND & Co. GENTLEMEN,—I am in receipt of your letter dated April 13th received this afternoon, and although I do not agree with the opening statements, I am at all times pleased to afford the shareholders all information regarding the welfare of the business, and reply to your questions as follows:—

1st.—What is the personnel and financial standing of the London Syndicate? Was it definitely constituted in September of last year?

Ans.—The personnel, I am not at liberty to give. The financial standing of the Syndicate is undoubted, and it was definitely constituted in September of last year when the offer was made.

2nd.—What was precisely the nature of the original firm offer and by whom was it conveyed?

Ans.—The nature of the offer was given to you in a circular dated September 26th. The offer was conveyed by a member of the Syndicate.

3rd.—Is the Syndicate's present offer in a definite form and unconditional, is there any time limit?

Ans.—The present offer is as per circular sent out to the shareholders, dated April 11th. We refused their offer as advised, and are not aware of any time limit.

4th.—What do the Directors recommend in regard to the present offer? What steps, if any, are being taken as regards future negotiations?

Ans.—The Directors refused the offer. No steps are being taken by the Directors in regard to future negotiations, but a telegram was received from the Syndicate here on April 13th, that another proposal had been mailed to us. We are now waiting its arrival.

In conclusion, I have consulted with my Co-Directors as to the advisability of convening a meeting regarding the Company's business and prosperity, but they do not consider it necessary to do so, as the annual general meeting is so close at hand, at which all the points you have raised can be discussed, if you should still think it advisable.—Yours etc.,

J. R. TWENTYMAN, Managing Director, Messrs. Farnham, Boyd & Co., Ltd.

S. C. Farnham, Boyd & Co., Ltd. Shanghai, 20th April, 1905.

J. R. TWENTYMAN, Esq., Managing Director, Messrs. Farnham, Boyd & Co., Ltd.

SIR,—We have to acknowledge receipt of your letter of the 18th instant, in reply to ours of the 11th.

Noting your refusal to comply with the reasonable requests contained in that communication, and with a view to obtaining for the general attention it deserves, we are forwarding the correspondence for publication in the press. We would observe that under Clause 6 of the Company's Articles of Association, we are entitled to insist on the calling of the extraordinary meeting, which in our letter of the 13th we requested you to convene.

Your letter under reply affords, we think, by its matter and manner, further proof of the necessity for introducing an independent agent into the directorate of Messrs. S. C. Farnham, Boyd & Co., Ltd. In expressing this individual opinion, we take leave also to observe that your conception of the principles which should govern the relations between the Managing Director of a public company and the Shareholders (whose interests he represents) is not of a nature to meet with general acceptance.

We have no doubt that those whose interests are immediately concerned, will at the forthcoming general meeting express dissatisfaction with the existing condition of affairs, and will insist on being afforded full and definite information in regard to negotiations which seriously affect their property.—We remain, etc.,

J. O. P. BLAND, C. J. DUDGON (by his attorney F. Anderson), C. R. BURKILL, A. W. MAITLAND, P. W. IRVINE, F. E. TAYLOR, T. MORGAN PHILLIPS, W. BRUCE ROBERTSON, J. M. DICKINSON, L. C. B. EDMONSTON.

## THE PRESENT OFFER.

The circular letter, referred to in the above correspondence, embodying the Syndicate's offer, is in the terms following:—

Shanghai, 11th April, 1905. To the shareholders of S. C. Farnham, Boyd & Co., Ltd.

Dear Sir, or Madam,—I am instructed, to place before the shareholders the directors' report of the negotiations with the London syndicate.

In the original offer made by the syndicate, the proposed nominal capital was put down at £1,000,000 sterling, any more money required to be raised by debentures at 5 per cent. The second Company to take over the Old Dock Property, Shanghai, and a certain acreage between the Cosmopolitan and International Docks, Postung, and to erect thereon godowns, etc.

Under the second scheme (I carried through) the shareholders of Messrs. S. C. Farnham, Boyd & Co. would receive out of the same, the following:—

£496,800 cash, or about £9 per present share.

£883,500 in shares in the Dock Company, or about £16 per present share.

£200,000 in debentures in the Godown Company, or £3 10s. per present share.

£200,000 in shares in the Godown Company, or about £3 10s. per present share.

A total in cash shares and debentures of £32 per share.

On the other hand, should S. C. Farnham, Boyd & Co. set aside £145,000 for working capital in the Godown scheme, which was considered beneficial, the profit on would be as follows:—

£351,800 cash out of the first scheme, or equivalent to about £6 per present share.

£883,500 in £1 shares in the Dock Co., or about £16 per present share.

£345,000 in debentures of the Godown Co., or about £6 per present share.

£345,000 in shares of the Godown Co., or about £6 per present share.

Or a total in cash shares and debentures of £34 per share.

The first offer in its original form seemed to the directors to be acceptable, provided the conditions could be recommended to the shareholders for acceptance. On discussing the question, it was considered, further working capital was necessary and that two Companies should be formed at once, instead of one, but the shareholders' participation in the Dock and the Wharf and Godown Company was considered by the Directors as insufficient, considering the proposed amount of debentures to be issued, they had therefore no other alternative, in the interests of the shareholders, but to reject the proposal.

The Directors regret very much their inability to carry the matter to a successful issue, as the proposal in its final form did not appeal to them as being conducive to the interests of the shareholders. It may seem disappointing, but the disappointment that may be felt now, would have been intensified had the Directors accepted conditions prejudicial to the interests of the shareholders.

The Syndicate have so far not withdrawn their final offer.

By Order of the Directors, JAS. H. OSBORNE, Secretary.

## LARGEST TROOPSHIP Afloat.

ARRIVES AT HONGKONG.

The New Royal Indian Marine Troopship *Dufferin*, which has been built by Messrs. Vickers, Sons, and Maxim, Limited, arrived in Hongkong harbour yesterday, under the command of Captain A. J. G. Piffard, who was appointed to the vessel in Bombay.

The *Dufferin*, which has come from Bombay with troops and stores, was launched from the Naval Construction Works of Messrs. Vickers, Sons, and Maxim, Limited, Barrow, on Sept. 14th last. She is the largest troopship afloat. The dimensions of the vessel are as follows: Length over all 433ft.; breadth extreme 32ft. 6in., depth moulded to spar deck, 39ft. The vessel is of the spar deck type, with straight stem and elliptical stern, and has four complete decks and a boat deck extending for about half the vessel's length amidships. A cellular double-bottom with a capacity of about 600 tons is provided for carrying fresh water for troops, etc. Under the main deck the vessel is subdivided into a large number of watertight compartments. The watertight doors in these compartments are fitted with the Store-Lloyd system, by means of which all the doors can be closed in a few seconds from the Captain's bridge in case of collision, and thus rendering the ship practically unsinkable. The vessel is built of steel, the scantlings being equal to Lloyd's highest class, and the woodwork throughout is altogether of oak, the better to adapt her for the tropical climate in which she will be employed. She has accommodation for about 100 first and second-class passengers, 1,100 European troops as well as for all the officers, engineers, crew, firemen, officers' servants, soldiers' wives and children, making a total complement of about 1,520.

## THE "HARDINGS".

The R.I.M.S. *Hardinge*, Commander G. S. Hewitt, arrived from Kanchi on Saturday with the 129th Baluchis on board. The officers of this regiment are Major Hatch, Lieut. Usather, Cook, Major Parker, Lieuts. Borton, Western, Major Price, D.S.O., Lieuts. Hamer, Dalziel, Maclean, Dill, Capt. Gibbs, I. M. S., and Mrs. Gibbs, 16 Native officers and 788 rank and file. There are on board the 110th Infantry with the following officers—Capt. Kreckenbeck, one native officer and 114 rank and file. Also the 47th Sikhs, Lieut. Talbot, one native officer and twelve rank and file. The 1st Dogras, Lieut. Fleming, one native officer and twelve rank and file. Lieut. Hordern, R.E., was also on board.

## COMMERCIAL.

Advices from Shanghai, 18th inst., state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 187 for April, and at Tls. 195 for July. Indo-China at Tls. 87. Langkats at Tls. 237/237 cash, at Tls. 237 for April, at Tls. 242/242 for June, at Tls. 242/242 for July, and at Tls. 247 for August. Mondays at Tls. 25. Tues at Tls. 24. Horse Bazaar at Tls. 75.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 189/187 cash, at Tls. 195 for July, and at Tls. 200 for September. Farnham, Boyds at Tls. 161/162 for July, and at Tls. 162/162 for August. Langkats at Tls. 236 for April, at Tls. 251 and at Tls. 255 for October. Telephones at Tls. 74.

CHINESE ENGINEERS.

THE EX-DIRECTOR OF THE KAIPING MINES. In reply to a recent memorial of Viceroy Yun Shih-kai asking what he is to do in regard to Chang Yen-mao in connection with the latter's litigations in England the Throne has commanded the Viceroy to keep a strict supervision over that official and see to it that he be compelled to recover the entire control of the mines in question from foreign management.

## Today's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain — will be despatched for the above Ports, on or about MONDAY, the 1st May. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA."

Captain Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 24th April, 1905.

## Today's Advertisements.

SANITARY BOARD OFFICE, HONGKONG. TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION OF THE CITY OF VICTORIA, and the WESTERN DIVISION OF KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of March and April.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cisterns, Sinks, Casings and Slat Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kau-lung.

G. N. ORME, Secretary.

Dated this 31st day of March, 1905.

THE DAIRY FARM CO., LIMITED.

FINE FRESH SAUSAGES.

OWN MAKE.

25 Cents per Pound.

Hongkong, 25th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case, whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	25th April.
GLASGOW and LIVERPOOL	"MOYUNE"	26th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Calchas" and "Moyune" left Singapore a.m. on the 21st instant, and may be expected to arrive here on the 26th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	31st May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th April, 1905.

## CHINA NAVIGATION CO., LIMITED.

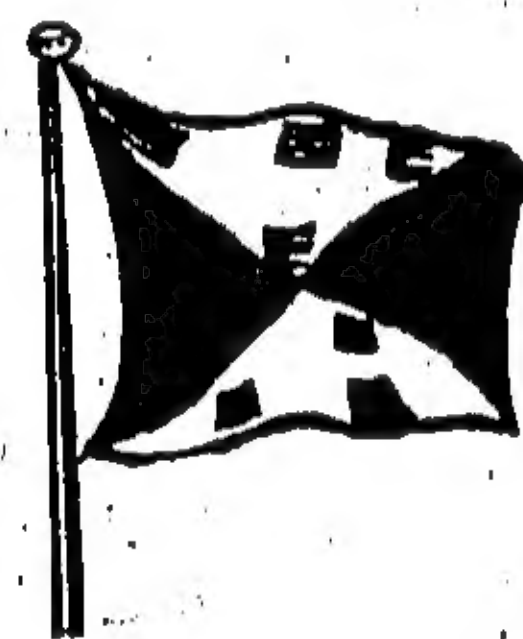
FOR	STEAMERS	TO SAIL
IOILO	"SUNGKANG"	25th April.
CEBU	"SINGORA"	25th "
TSINGTAO, CHEFOO and TIENTSIN	"KANSU"	29th "
SHANGHAI	"WOOSUNG"	30th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TEAN"	2nd May.
	"TSINAN"	13th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th April, 1905.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Noley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 24th April, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 7th April, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 27th, 1905.
"ARABIA"	4,483	Sable	May 11th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 7.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unequalled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey...\$4  
Meals...\$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 3, Queen's Road West.  
Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	NAMSANG	WEDNESDAY, 26th April, 3 P.M.
SHANGHAI	AMARA	THURSDAY, 27th April, 4 P.M.
MANILA	YUENSANG	FRIDAY, 28th April, 4 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 25th April, 1905.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin and Queensland Ports,  
and taking through Cargo to Adelaide,  
New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched for the  
above Ports, on SATURDAY, the 6th proximo,  
at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Pro-  
visions, Ice, etc., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A duly qualified Surgeon and Stewardess are  
carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 11th April, 1905.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
THE Steamship"BENALDER,"  
Captain McIntosh, will be despatched as above  
on or about the 15th May, 1905.For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 17th April, 1905.

## Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL,"  
FROM LIVERPOOL AND GLASGOW.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 25th April will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 28th  
April, or they will not be recognized.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 25th April, at 3 P.M.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
RODWELL & Co., LIMITED,  
Agents.

Hongkong, 16th April, 1905.

## Shipping—Steamers.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.via PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG.  
1905."SAGAMI" 20th May, 1905.  
"HINDUSTAN" 6th June.  
"ERROLL" following.  
For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 19th April, 1905.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 2 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$2; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates.—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 50 cents; Steamer, 10 cents.TIFFIN and DINNER can be supplied  
either on board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$5  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 15, Victoria Street.  
Hongkong, 25th November, 1904.

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"LIGHTNING,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.Cargo remaining on board after 2 P.M.  
of the 27th instant, will be landed at Con-  
signees' risk and expense into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Limited.Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 24th April, 1905.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"CHUSAN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., ex S.S. Himalaya and  
Bangal.

From Australia, ex S.S. Marmora.

From Calcutta, ex S.S. Sardaria.

From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.Optional Cargo will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.Goods not cleared by the 26th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.L. S. LEWIS,  
Acting Superintendent.

Hongkong, 20th April, 1905.

## Consignees.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "NUMANTIA,"  
FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOJI.THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Counter-signa-  
ture and to take immediate delivery of their  
goods from alongside.Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.ALLAN CAMERON,  
General Agent.

Hongkong, 24th April, 1905.

FROM ROTTERDAM, ANTWERP,  
PENANG AND SINGAPORE.

## THE H. A. L. Steamship

"LANGBANK,"  
Captain Rout, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 28th instant will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 28th instant, at 3 P.M.No Fire Insurance has been effected.  
HAMBURG-AMERIKA-LINIE,  
Hongkong Office.

Hongkong, 21st April, 1905.

## "SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"PINNA,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.Optional Cargo will be forwarded unless notice  
to the contrary be given before 4 P.M. TO-DAY,  
20th instant.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 26th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on WEDNESDAY, the 26th instant,  
at 2 P.M.All Claims must reach us before the 28th  
instant, or they will not be recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
ARNHOLD, KARBERG & Co.,  
Agents.

19th April, 1905.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. SATURDAY, the 22nd  
instant will be landed at Consignees' risk and  
expense into Godowns at East Point.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 20th April, 1905.

## S.S. "DUMBEA."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. Dardogne and Adour, from Havre ex  
s.s. Adour, and from Bordeaux ex s.s. Villa de  
Celle and Villa de Valenciennes, in connection  
with above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables are being landed and  
stored at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, at Kowloon, whence delivery may  
be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
TUESDAY, the 27th April, at Noon, will be  
subject to rent and landing charges.All claims must be sent in to me on or before  
the 29th April, or they will not be recognized.All damaged packages will be examined on  
TUESDAY, the 27th April, at 3 P.M.No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 18th April, 1905.

## Entinutions

THIS DWARF RAZOR has superseded  
the old fashioned clumsy Razor and by  
its use Shaving becomes a pleasure. It is  
manufactured in Sheffield, England, from a  
special amalgam of steel which makes imita-  
tion impossible, and in consequence it enjoys  
the largest sale of any Razor in the World.  
Thousands of Testimonials testify that the  
little "MAB" is the finest shaving implement  
ever produced.Will be mailed to any address on receipt of  
the price (4s.), post free.To be obtained from THE MUTUAL STORES,  
WATKINS, LIMITED, and all first-class stores  
in the Colony.Sole Agents for Far East, Howard & Co.,  
29, Des Voeux Road, Central, Hongkong.  
Agents wanted in every port.For particulars and terms, apply to—  
HOWARD & Co.

Hongkong, 24th November, 1904.

## SPECIAL OLD TOM GIN.

Marshall and  
Elvy'sDOUBLY DISTILLED  
AND OF  
MATURED AGE.TO BE OBTAINED FROM—  
THE MUTUAL STORES,  
Des Voeux Road.

Hongkong, 11th May, 1904.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,

48, DES VOEUX ROAD.

SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 379.  
Hongkong, 1st October, 1904.



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily, should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.  
1, Ice House Road  
Hongkong.

## Shipping.

Arrivals.  
Prins Eitel Friedrich, Ger. s.s., 5,000, E. Frohn,  
24th April—Yokohama 15th April, Mails  
and Gen.—M. & Co.  
Lightning, Br. s.s., 2,122, J. G. Spence, 24th  
April—Calcutta 8th April, Penang and  
Singapore 10th April, Gen.—D. & Co. Ltd.  
Zafiro, Br. s.s., 1,611, R. Rodger, 24th April—  
Manila 22nd April, Gen.—S. T. & Co.  
Beachley, Br. s.s., 2,465, R. Forsyth, 24th April—  
Penang 8th April, Coals—Order.  
Kamor, Nor. s.s., 975, S. F. Muus, 24th April—  
Chesloe 10th April, Gen.—Mr. A. Burns.  
Hue, Br. s.s., 705, Godneau, 24th April—  
Halphong via Pakhoi, Hoihow  
and Kow-chow-wan 23rd April, Gen.—A. R.  
M.  
Planet Venus, Br. s.s., 4,000, H. G. Simms,  
24th April—Antwerp via London  
24th April, Gen.—N. Y. K.  
Chowlat, Ger. s.s., 1,107, H. Textor, 24th April—  
Bangkok 18th April, Rice—M. & Co.  
Emma Luyken, Ger. s.s., 1,160, H. Martens,  
24th April—Java (Pekalongan) 16th April,  
Sugar—Chinese.  
Hongkong, Fr. s.s., 730, A. Suzzoni, 24th April—  
Halphong and Hoihow 24th April, Gen.—  
A. R. M.  
Yuenan, Br. s.s., 1,128, P. H. Rolfe, 24th  
April—Manila 22nd April, Gen.—J. M. &  
Co.  
Ceylon, Br. s.s., 2,637, C. F. Lockstone, 24th  
April—Yokohama 11th April, Gen.—  
P. & O. S. N. Co.

## Clearances at the Harbour Office.

San Cheong, for Canton.  
Ika Verde, for Macao.  
Ruangtiah, for Shanghai.  
Tremont, for Hongkong.  
Ithaka, for Chinkiang.  
Dionida, for Shanghai.  
Hongkong, for West River.  
Hoihow, for Shau-utung.  
Borneo, for Kuda.  
Pondus, for Amoy.  
Jacob Diederichsen, for Hoihow.  
Kaitow, for Singapore.  
Yinking, for Canton.  
Tub Hing, for West River.  
Etang, for Swatow.  
Planet Venus, for Yokohama.  
Taming, for Manila.  
Glenfalloch, for Amoy.  
Shun Lee, for Hongkong.  
Chukong, for West River.  
Chukong, for Chikwan.  
Senegambia, for Yokohama.  
Hindustan, for Shanghai.

## Departures.

April 25.  
Tremont, for Tacoma.  
Hailan, for Kaitow.  
Dionida, for Shanghai.  
Maria Valeria, for Shanghai.  
Etang, for Tientsin.  
Taming, for Cebu.  
Jacob Diederichsen, for Halphong.

## Passengers Arrived.

Per Lightning, from Calcutta, &c.—Dr. S. J.  
Mazook, Messrs. A. E. Morgan, E. J. Moon,  
A. M. Hellios, S. Bask, A. R. Paget, J. Binnie,  
300 Chinese, 1 Japanese, and 7 Indians.  
Per Zafiro, from Manila—Mr. I. Putnam, Mrs. C.  
Miller, U.S.N., Mr. and Mrs. I. Putnam, Mrs. C.  
Miller, Mrs. M. E. Polly and child, Mrs. W.  
H. Anderson, Mrs. S. T. Hanston and child,  
Miss Kate Woods, Master Putnam, Mrs. A. N.  
Force, Mrs. G. C. Sellner, Messrs. J. N. Force,  
W. I. Handy, H. B. Pond, Dr. J. G. Slee, Mr.  
H. C. Anderson, Messrs. Emil E. Waase, S. T.  
Hanston, Mr. and Mrs. A. E. Robinson, Capt.  
Sawyer, U.S.N., Capt. Drake, Caulkins, U.S.N.,  
Messrs. M. and B. Wyeth, Bartlett, Steadley,  
Marrell, Mrs. Wyeth, Lieut. Comdr. Craven,  
U.S.N., Capt. Briggs, U.S.N., Mrs. Hempstead,  
Lieut. K. M. Fennell, Messrs. Dy Cuy Tong,  
R. R. Landon, S. N. Sen, S. W. Weaver, C. N.  
Bernhardt, Dr. C. M. Oman, U.S.N., Lieut. J.  
W. Oman, U.S.N., Mr. and Mrs. J. L. de Leon,  
Master J. de Leon, Mr. Alberto Barretto, Miss  
W. H. McDonald, Capt. Very U.S.N., Capt.  
Lyon, U.S.N., Messrs. Zee Tai On, Cheng Toy,  
J. H. Laid, H. C. White, F. Obrien, Mr. and  
Mrs. B. B. B. Robinson, Messrs. H. B.  
Henderson, C. A. Newbaker, Sy Chu, and 49  
Chinese.  
Per Chowlat, from Bangkok—Dr. Hampson,  
and Miss Brown.  
Per Yuenan, from Manila—Mr. and Mrs.  
Killmann, Messrs. Burns, Mathias, Harris,  
Kempster, Wellington, Bishop and Mrs. Old-  
ham, Mr. Landon, and 19 Chinese for Amoy.  
Per Ceylon, for London from Yokohama—  
Miss Blintridge, from Kobe—Master and  
Mrs. A. N. Haswell, and Miss Harrell. From  
Shanghai—Mr. and Mrs. G. V. T. Marshall and  
infant, Mr. and Mrs. W. Harris, child and  
infant, Miss Holton, Mrs. Leo Smith, Mr. and  
Mrs. F. E. Hodges and native servant, and  
Master J. E. Law.

## Shipping Report.

Sir. Kaitow, from Shanghai—Strong NE.  
winds, attended by heavy rains.  
Sir. Yuenan, from Manila—Moderate N.  
Ely winds, moderate sea, fine weather.  
Sir. Zafiro, from Manila—Fine weather  
throughout, light to fresh NE. wind, and heavy  
Nly swell.  
Sir. Emma Luyken, from Java—Fine weather  
outside, strong NE. monsoon, and light  
NE. swell.

## Vessels in Port.

Arrivals.  
Auchenarden, Br. s.s., 2,560, Crowder, 23rd  
April—Kuchino 17th April, Coal—M.  
B. K.  
Banca, Br. s.s., 5,095, J. B. Ferguson, 24th  
April—Singapore 18th April, Gen.—P. &  
O. S. N. Co.  
Borneo, Ger. s.s., 1,344, E. Muhle, 15th April—  
Batavia 12th April, Timber and Gen.—  
M. & Co.  
Candia, Br. s.s., 1,300, R. Barger, 24th April—  
Barry 3rd Mar., Coal—Order.  
Chowlat, Ger. s.s., 1,055, F. Spence, 22nd April—  
Bangkok 16th April, Rice, &c.—B. & S.  
Coningby, Br. s.s., 2,157, Chas. E. Topp, 17th  
April—Cardiff 2nd Feb., Coal—Mr.  
Samuels.  
Dott, Nor. s.s., 620, J. Gjemre, 19th April—  
Bourabaya 8th April, Sugar—Yuan Fat  
Tong.  
Dufrenoy, Br. transport, 3,565, A. J. G. Effard,  
24th April—Bombay 11th April, Govt.  
Stores—Government.  
Gaea, Nor. s.s., 615, H. Dahl, 23rd April—  
Bangkok 16th April, Rice and Rice-Bour.  
—Chinese.  
Germaia, Ger. s.s., 1,713, J. Petersen, 21st  
April—Halphong and Hoihow 24th April,  
Gen.—J. & Co.  
Glenfalloch, Br. s.s., 1,434, R. Pentney, 23rd  
April—Singapore 17th April, Gen.—Joo  
Tek Sang.

Hardinge, Br. s.s., 2,076, Comdr. Hewitt, 24th  
April—Karachi 7th April, and Singa-  
pore 18th April—Government.  
Hindustan, Br. s.s., 2,385, P. A. Appleton, 22nd  
April—Manila 19th April, Gen.—D. & Co.  
Ltd.  
Ialworth, Br. s.s., 1,716, Cox, 18th April—  
Saigon 14th April, Rice and Gen.—D. &  
Co. Ltd.  
Kaisow, Br. s.s., 2,539, W. H. Torrible, 24th  
April—Shanghai 21st April, Gen.—B. &  
S.  
Langbank, Br. s.s., 2,915, J. W. Rout, 21st  
April—Singapore 14th April, Gen.—H. A.  
L.  
Madeleine Rickmers, Ger. s.s., 1,677, D.  
Reimers, 19th April—Bangkok 12th April,  
Rice and Meal—M. & Co.  
Mongolia, Am. s.s., 8,750, W. P. S. Porter, 23rd  
April—San Francisco 18th Mar., Honolulu  
24th, Yokohama 10th April, Kobe 15th,  
Nagasaki 16th, and Shanghai 21st, Mails  
and Gen.—P. M. S. S. Co.  
Nam Sang, Br. s.s., 3,597, Geo. Payne, 15th  
April—Calcutta 1st April, via Penang and  
Singapore 9th Gen.—J. M. & Co.  
Nubla, Ger. s.s., 3,526, G. Habel, 22nd April—  
Mol 17th April, and Swatow 21st, Gen.—  
H. A. L.  
Numantia, Ger. s.s., 2,803, H. Brehmer, 23rd  
April—Portland and Mol 18th April,  
—P. & A. S. S. Co.  
Rajput, Br. s.s., 3,615, Geo. Craig, 21st April—  
Mol 15th April, Coal—J. M. & Co.  
Saint Helena, Br. s.s., 2,707, McKee, 14th  
April—Cardiff 8th Feb., Coal—Order.  
Senegambia, Ger. s.s., 2,663, Z. Eaburg, 24th  
April—Singapore 18th April, Gen.—H. A.  
L.  
Silda, Nor. s.s., 2,007, L. Christiansen, 22nd  
April—Mol 16th April, Coal—B. K.  
Sungking, Br. s.s., 937, Fennefacher, 17th  
April—Cebu 13th April, and Hoihow 17th,  
Sugar and Hemp—B. & S.  
Tanglin, Ger. s.s., 1,980, F. Leuss, 20th April—  
Saigon 15th April, Rice and Gen.—  
Chinese.  
Tartar, Br. s.s., 2,768, E. Beatham, 24th  
April—Vancouver 7th Mar., and Shanghai  
22nd April, Gen.—C. P. R. Co.  
Telens, Br. s.s., 3,124, N. A. Starkey, 21st April—  
Singapore 15th April, Petroleum—A.  
K. & Co.

## SAILED VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners,  
16th Mar.—Philadelphia 16th Oct., 1904,  
Case Oil—S. O. Co.  
S. P. Hitchcock, Am. ship, 2,086, E. V. Gates,  
22nd Mar.—from New York, Oil and Wax,  
—S. O. Co.  
West York, Br. sq., 720, W. J. L. Foster, 13th  
April—Newcastle 15th Jan., Coal—E. A.  
T. Co.

## Steamers Expected.

Vessels	From	Agents	Due
Calchas	Singapore	B. & S.	April 26
Miruna	Singapore	B. & S.	April 26
Elita Nossack	Singapore	H. A. L.	April 26
Socotra	Singapore	P. & O. Co.	April 26
Tijmali	Macassar	C. J. J. L.	April 27
Emp. of Japan	Japan	C. P. R. Co.	May 1
Ernest Simons	Singapore	M. M.	May 1
Sulung	Singapore	J. M. & Co.	May 2
Arabis	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Hongkong & Whampoa Dock Return.  
Kongnam ..... at Kowloon Dock,  
Ithaka .....  
Maria Rickmers .....  
Fatshan .....  
B. Bjornsen .....

## Post Office.

A Mail will close for—  
Kudat and Sandakan—Per Borneo, 26th  
April, 8 A.M.  
Quang-chow-wan—Per Dominica, 26th April,  
8 A.M.  
Singapore and Bombay—Per H.M.S. Har-  
dinger, 26th April, 9 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Tartar,  
26th April, 10 A.M.  
Halphong—Per Hongkong, 26th April,  
10 A.M.  
Penang, India, via Tuticorin—Per  
P. E. Friedrich, 26th April, 11 A.M.  
Macao—Per Heungshan, 26th April, 1 P.M.  
Singapore, Penang and Calcutta—Per Nam-  
jang, 26th April, 2 P.M.  
Hoihow—Per Sungking, 24th April, 3 P.M.  
Cebu—Per Silda, 26th April, 3 P.M.  
Kobe—Per Silda, 26th April, 3 P.M.  
Quang-chow-wan, Hoihow, Pakhoi and  
Halphong—Per Hua, 27th April, 9 A.M.  
Macao—Per Heungshan, 27th April, 1 P.M.  
Shanghai—Per Amara, 27th April, 3 P.M.  
Swatow, Amoy and Fenchow—Per Hai-  
king, 27th April, 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per Mongolia,  
28th April, 11 A.M.  
Manila—Per Yuenan, 28th April, 3 P.M.  
Manila—Per Zafiro, 29th April, 9 A.M.  
Telungau, Chetoo and Tientsin—Per Kansu,  
29th April, 3 P.M.  
Shanghai—Per Woosung, 29th April, 5 P.M.  
Frederick, Wilhelmshafen, Herberstahne,  
Batoune, Brisbane, Sydney and Melbourne—Per  
Prins Wilhelm, 29th May, 10 A.M.  
Shanghai, Mol, Kobe and Yokohama—Per  
Tijmali, 29th May, 10 A.M.  
Europe, &c., India, via Tuticorin—Per  
Armand Bille, 29th May, 11 A.M.  
Manila—Per Yuenan, 29th May, 3 P.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Melbourne, Ade-  
laide and Perth—Per Empire, 6th May,  
10 A.M.  
Europe, &c., India, via Tuticorin—Per  
Coromandel, 6th May, 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Empress of  
Japan, 10th May, 11 A.M.  
Manila, Zamboanga, Port Darwin, Thursday  
Island, Cooktown, Cairns, Townsville, Bris-  
bane, Sydney, Hobart, Launceston, New Zea-  
land, Melbourne, Adelaide and Perth—Per  
Tijmali, 11th May, 3 P.M.

Mails for Canton, Samah, Wuchow  
and Macao will be closed on week days at 7.30  
every morning. On Sundays the mail for  
Macao will be closed at 8 A.M., and that for  
Canton at 9 A.M.  
Mails for Namio, Sanbo, Kowloon,  
Kupchuk, Samah, Wuchow and Canton  
every evening at 5 p.m. On Sundays the mails  
will be closed at 9 A.M.  
No mail will be closed for Canton on Satur-  
day evening.

## CHINA COAST METEOROLOGICAL REGISTER.

April 24th, 1905, a.m.			
Bar.	Th. Hu.	Wind.	Wv.
Vladivostok 7 a.m.	70.93	—	—
Nemuro 6 a.m.	70.93	—	—
Hakodate 6 a.m.	70.93	—	—
Tokio 6 a.m.	70.93	—	—
Kobe 6 a.m.	70.93	—	—
Kagoshima 6 a.m.	70.93	—	—
Oshima 6 a.m.	70.93	—	—
Naha 6 a.m.	70.93	—	—
Ishigakijima 6 a.m.	70.93	—	—
Taihouki 6 a.m.	70.93	—	—
Talchu 6 a.m.	70.93	—	—
Talnan 6 a.m.	70.93	—	—
Koshun 6 a.m.	70.93	—	—
Pescadores 6 a.m.	70.93	—	—
Wei-hai-wei 6 a.m.	70.93	—	—
Swatow 6 a.m.	70.93	—	—
Amoy 6 a.m.	70.93	—	—
Swatow 6 a.m.	70.93	—	—
Canton 6 a.m.	70.93	—	—
Hongkong 6 a.m.	70.93	—	—
Victoria Peak 6 a.m.	70.93	—	—
Gap Rock 6 a.m.	70.93	—	—
Macao 6 a.m.	70.93	—	—
Halphong 6 a.m.	70.93	—	—
Manila 6 a.m.	70.93	—	—
Bacolod 6 a.m.	70.93	—	—
Hoihow 6 a.m.	70.93	—	—
Cebu 6 a.m.	70.93	—	—
C. St. James 6 a.m.	70.93	—	—

April 25th, 1905, a.m.			
Bar.	Th. Hu.	Wind.	Wv.
Vladivostok 7 a.m.	70.93	—	—
Nemuro 6 a.m.	70.93	—	—
Hakodate 6 a.m.	70.93	—	—
Tokio 6 a.m.	70.93	—	—
Kobe 6 a.m.	70.93	—	—
Kagoshima 6 a.m.	70.93	—	—
Oshima 6 a.m.	70.93	—	—
Naha 6 a.m.	70.93	—	—
Ishigakijima 6 a.m.	70.93	—	—
Taihouki 6 a.m.	70.93	—	—
Talchu 6 a.m.	70.93	—	—
Talnan 6 a.m.	70.93	—	—
Koshun 6 a.m.	70.93	—	—
Pescadores 6 a.m.	70.93	—	—
Wei-hai-wei 6 a.m.	70.93	—	—
Swatow 6 a.m.	70.93	—	—
Amoy 6 a.m.	70.93	—	—
Swatow 6 a.m.	70.93	—	—
Canton 6 a.m.	70.93	—	—
Hongkong 6 a.m.	70.93	—	—
Victoria Peak 6 a.m.	70.93	—	—
Gap Rock 6 a.m.	70.93	—	—
Macao 6 a.m.	70.93	—	—
Halphong 6 a.m.	70.93	—	—
Manila 6 a.m.	70.93	—	—
Bacolod 6 a.m.	70.93	—	—
Hoihow 6 a.m.	70.93	—	—
Cebu 6 a.m.	70.93	—	—
C. St. James 6 a.m.	70.93	—	—

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,050	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	10,500	Captain E. Nelson O'Malley	Hongkong
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tunnell	Yangtze
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Diadem	cruiser, 1 class	11,000	16	16,500	—	on route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,050	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	on route from England
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship	1,040	—	800	Lieut. F. M. Riddore	Hongkong
Iphigenia	cruiser, 2nd class	3,500	8	7,000	Captain William B. Fawcett	Singapore
Janus	torpedo boat destroyer	280	6	5,900	Reserve	Hongkong
Kilnash	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Moorehen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,050	16	13,500	Captain T. G. Grest	Hongkong
Orion	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Rambler	surveying-vessel.	85	6	1,500	Commander C. E. Monro	Surveying
Rabiot	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,500	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Stilet	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,050	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,050	16	13,500	Captain Leslie Stuart, C.M.G.	On way to S'pore
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Grenville	Hongkong
Whiting	torpedo boat destroyer	380	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Inc. F. Knox	Yangtze



## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "ARMAND BEHIO."

Captain E. Guionnet, will be despatched for  
MARSEILLES on TUESDAY, the 2nd  
May, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.

S.S. ERNEST SIMONS.....30th May.

S.S. POLYNESIE.....13th June.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY, the  
6th May, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. Victoria, 6,522 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Arabia,  
due in London on the 18th June.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendant.

Hongkong, 22nd April, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyna	4,417	G. V. Williams	At May 2
Hyades	3,753	Geo. Wright	May 23

† Cargo only.

Steamer marked (\*) have no second-class  
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. *Shawmont* and *Trinmont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 25th April, 1905.

## BOO CHEONG.

昌 寶

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclostyle  
and Eklens Duplicator.

Hongkong, 19th February, 1905.

## For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR  
BOAT, handomely finished, fitted with  
Cushions, Awning, &c. A brand new 3 Horse  
Power Motor never been used for more than  
test trials, everything in excellent condition,  
speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,

Alexandra Buildings.

Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.60 per Cask 375 lbs. net ex Factory.

\$3.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE 10s. 6d. per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 19th January, 1905.

FOR SALE.

## INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

## INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

## TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsim  
Tsa Tsai, Kowloon. Each with five spacious  
well-ventilated living rooms, two bath rooms,  
kitchen, garden, tennis courts, servants' quar-  
ters, water, gas, electric lights and bells.  
Moderate Rental. Possession on or about  
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

A LARGE AND COMMODIOUS HOUSE

TO LET IN MACAO.

No. 93, Street "CONSELHEIRO FERREIRA  
D'ALMEIDA."

Apply to—

SANTA CASA OFFICE,

MACAO.

Macao, 20th April, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

No. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

## Dentistry.

THE AMERICAN SYSTEM

OF

## DENTISTRY.

M. H. CHAUN, D.D.S.

37, Des Voeux Road CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

## TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 4th July, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE REVENUE AT PRESENT QUOTATIONS.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
HANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$350,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11/9/16=\$25.46 for second half-year 1904 .....	54 %	\$785 buyers (London 280)
National Bank of China, Limited .....	1,000,000	£7	£7	\$175,333 \$191,973	\$21,668	\$2 (London 3/6) for 1903 .....	54 %	\$57
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903 .....	61 %	\$285 buyers
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	\$90,000 \$151,992 \$62,166 \$371,445	Nil.	\$24 for year ended 30.4.1904 .....	71 %	\$57
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903 .....	8 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	\$6,850,000 2,000,000 \$177,749 \$893,110 \$846,773 \$700,000 \$37,704 \$1,000,000	\$2,078,997	\$35 for 1903 .....	5 %	\$700 sellers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$2,000,000 \$125,075 \$5,361 \$1,203,395	\$486,284	\$12 and \$3 special dividend for 1903 .....	94 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000 \$25,075 \$5,361 \$1,203,395	\$329,047	\$6 dividend & \$1 bonus for 1903 .....	84 %	\$86 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$2,000,000 \$1,203,395	\$360,372	\$34 for 1903 .....	114 %	\$307
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$5,000 \$18,000 \$81,419	\$8,832	\$1 for 1904 .....	5 %	\$21 sales
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$250,000 \$300,000 \$158,444	Nil.	\$2 for year ended 30.6.1904 .....	34 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$200,000 \$158,444	\$26,166	\$1 for second half-year 1904 .....	94 %	\$26f sales
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 \$16=\$5.378 .....	44 %	\$123
Shanghai Tug and Lighter Company, Limited .....	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 24 final making Tls. 44 for 1904 .....	84 %	Tls. 54 buyers
"Shell" Transport and Trading Company, Limited .....	100,000	£1	£1	\$400,000 £4,116	£8,852	Tls. 14 final making Tls. 34 for 1904 .....	5 %	Tls. 47 buyers 21/6
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	(\$1.80 & b. 40 cts for year ending 30.4.04 \$500 & b. 20 cts .....	54 % 44 %	\$37 \$28
Straits Steamship Company, Limited .....	5,000	\$100	\$100	\$400,000 \$ 21,675 \$130,153	\$21,231	\$10 for 1904 .....	8 %	\$125 sales
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	Tls. 125,000 Tls. 276,679	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904 .....	114 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904 .....	9 %	\$22
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$85,087	\$5 for 1897 .....	44 %	\$27 buyers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.6.04 .....	...	Tls. 55 sales
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6 .....	...	Tls. 74 sales
Oriental Consolidated Mining Company, Limited .....	50,000	G. \$10	G. \$10	none	G \$67,093	50 cents making G. \$1 for 1904 .....	54 %	G \$174 sales
Raub Australian Gold Mining Company, Limited .....	130,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=48 cents .....	...	\$4 sellers
Société Française des Charbonnages du Tonkin .....	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,329,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited .....	6,000	\$25	\$25	\$70,000 \$18,423 \$10,000 \$10,000	\$8,577	\$3.75 for 1904 .....	104 %	\$35 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	\$300,000 \$250,000	\$29,422	Final of \$24 making \$5 for 1904 .....	44 %	\$107
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$13,500	\$498,289	\$85 dividend and \$1 bonus for and half- year 1904 .....	64 %	\$204
Howarth Erskine, Limited .....	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04 .....	54 %	\$275 buyers
New Amoy Dock Company, Limited .....	6,000	\$50	\$50	\$5,500	\$489	\$12 for 1903 .....	6 %	\$21 sellers
Riley Hargreaves & Co., Limited .....	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$24 bonus for 1903 .....	54 %	\$150 buyers
S. C. Farnham, Boyd & Co., Limited .....	27,500	Tls. 100	Tls. 100	Tls. 900,000 Tls. 48,110	Tls. 48,153	\$7 dividend .....	8 %	Tls. 157 sales
Shanghai and Hongkew Wharf Company .....	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Tls. 5 interim for 1904/5 .....	6 %	Tls. 187 buyers
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	\$2,100,000 Tls. 17,100	\$20,645	Final of Tls. 6 making Tls. 10 for 1904 .....	64 %	\$400 sales
Yangtze Wharf and Godown Company, Limited .....	25,000	Tls. 100	Tls. 100	Tls. 17,100	Tls. 2,762	\$20 for 2nd half year making \$26 for 1904 .....	94 %	Tls. 187 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none Tls. 24,000	\$9,989	\$24 for year ended 30.6.1904 .....	8 %	\$29 sales
Astor House Hotel, Limited (Tientsin) .....	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9 .....	64 %	Tls. 145 ex div.
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904 .....	74 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904 .....	94 %	\$129
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.875 for the year ending 31.3.1904 .....	44 %	Tls. 224 sales
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$200,994 \$10,000	\$11,958	90 cents for 1904 .....	71 %	\$12.60 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	\$377	...	\$3 for 1904 .....	71 %	\$71 sales
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making .....	74 %	Tls. 115 sales
Tientsin Hotel des Colonies, Limited .....	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904 .....	10 %	Tls. 47
Tientsin Land Investment Company, Limited .....	7,725	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Tls. 5 for 1904 .....	54 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited .....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904 .....	...	Tls. 12 buyers
West Point Building Company, Limited .....	42,500	Tls. 25	Tls. 25	none	\$1,247	None .....	31 %	Tls. 12 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Final of \$1.70 making \$3.20 for 1904 .....	10 %	Tls. 38 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	none	\$22,862	\$50 cents for the year ending 31.7.04 .....	3 %	\$16f
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,659	Interim of 3 % a/c 1898 .....	...	Tls. 40
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares .....	...	Tls. 424 sales
Soy Chee Cotton Spinning Company, Limited .....	3,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897 .....	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited .....	300	\$200	\$200	\$779	Nil	\$125 for year ending 30.6.1900 .....	...	\$100
Philippine Company, Limited .....	67,500	\$10	\$10	...	...	First year .....	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 35,000	Tls. 1,091	Final of Tls. 6 making Tls. 9 .....	134 %	Tls. 68 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited .....	50,000	\$10	\$10	\$250,000 \$25,000	\$4,883	Interim of 50 cents for 1904 .....	71 %	\$13 buyers
Anglo-German Brewing Company, Limited .....	4,000	\$100	\$100	none	...	First year .....	...	\$115 sales
Bell's Asbestos Eastern Agency, Limited .....	8,604	£12/6	£12/6	none	£161	6d. per share for 1903 .....	6 %	35f
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	\$8,000	\$1,182	\$5 for 1903 .....	84 %	\$30
Central Stores, Limited .....	6,000	...	...	...	...	Interim of \$1.20 for 1904 .....	114 %	\$22 sellers
Do. (Founders) .....	123	\$15	\$12	\$20,000	\$1,253	None .....	...	\$100
Do. (New Issue) .....	24,000	\$15	\$7 1/2	...	...	Preferential of 7 per cent for 1904 .....	7 %	\$13
China Borneo Company, Limited .....	60,000	\$12	\$12	none	Nil.	\$1 for 1904 .....	71 %	\$13
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904 .....	71 %	Tls. 65 sales
China Light and Power Company, Limited .....	30,000	\$10	\$10	none	\$3,739	None .....	...	\$84
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	\$5,000	\$1,581	80 cents for 1904 .....	94 %	\$174 sales
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	...	...	\$2 for year ending 31.7.1903 .....	...	Tls. 25 sales
E. L. Munn & Co., Limited .....	4,000	Tls. 50	Tls. 50	\$112,500 \$12,700	Dr. Tls. 12,318	Tls. 5 for 1902 .....	8 %	\$93 buyers
Fraser and Neave, Limited .....	100,000	\$10	\$10	\$100,000	\$95,054	\$5 div. and \$21 bonus for 1903 .....	74 %	\$27 sales
Green Island Cement Company, Limited .....	50,000	\$10	\$5	\$25,000	...	\$1 for 1904 .....	...	\$17 sales
Do. (New Issue) .....	21,000	\$20	\$20	\$180,000	\$7,551	Final of \$14 making \$24 .....	10 %	\$25 sales
Hall & Holtz, Limited .....	21,000	\$20	\$20	\$23,109 £3,000	£7,625	\$1 div. and 2/- bonus for 1903 .....	74 %	\$160 buyers
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	...	...	£1 div. and 2/- bonus for 1903 .....	6 %	\$174 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$5	none	\$1,747	50 cents for year ending 30.4.1904 .....	54 %	\$114 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904 .....	74 %	\$200 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$60,000	\$5,336	Final of \$13 making \$17 for 1904 .....	7 %	\$245
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904 .....	...	\$150 sales
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.00 for the year ended 30.9.04 .....	10 %	\$184 buyers
Katz Brothers, Limited .....	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1903 .....	6 %	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai) .....	4,500	\$100	\$100	none	\$21,582	Interim of \$5 .....	8 %	\$135 buyers
Matschappi (et Mjln), Bosch en Landbouwerij plaatstick in Langkat, Bosch .....	25,000	Ga. 100	Ga. 100	Tls. 228,210 Tls. 10,465	Tls. 35,849	1st quarterly div. Tls. 7 1/2 paid 15.3.05 .....	124 %	Tls. 246 buyers
Maynard and Company, Limited .....	3,400	\$10	\$10	none	...	\$2 for year ending 31.10.1904 .....	0 %	\$23
S. Moutrie & Company, Limited .....	4,000	\$50	\$50	\$4,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04 .....	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	1,200	\$50	\$50	None	Dr. \$5,537	None .....	...	\$50
Shanghai Gas Company, Limited .....	10,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 for 1904 .....	74 %	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited .....	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903 .....	64 %	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,668	Final of Tls. 6 making Tls. 14 for 1904 .....	91 %	Tls. 150 sales
Shanghai Waterworks Company, Limited .....	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 59/6 for 1904 .....	6 %	Tls. 410 sales
Singapore Dispensary, Limited .....	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.1.1904 .....	8 %	\$80
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$30,020	None .....	...	\$203 sales
Steam Laundry Company, Limited .....	5,000	\$ 5	\$ 5	none	\$3,644	60 cents for year ended 31.5.04 .....	64 %	\$7 buyers
Straits Ice Company, Limited .....	10,000	\$ 5	\$ 3	...	...	First year .....	...	\$44 buyers
Straits Trading Company, Limited .....	250,000	\$100	\$100	\$750,000	\$700	\$10 for second half year 1904 .....	134 %	\$150 sales
Tientsin Native City Waterworks Company, Ltd. ....	12,941	Tls. 100	Tls. 100	none	Tls. 2,623	\$1 div. and 35 cents bonus for half year ended 30.6.1904 .....	61 %	\$242 buyers
Tientsin Waterworks Co. Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 15,359	Tls. 2,211	Tls. 3 for half year .....	61 %	T. Tls. 100
United Asbestos Oriental Agency, Limited .....	9,900	£10	£10	\$10,000	£4,86	Final of Tls. 6 making Tls. 8 for 1903/4 .....	91 %	\$10 buyers
William Powell, Limited .....	12,000	\$10	\$10	\$1,000	\$588	50 cents for year ending 31.5.1904 .....	104 %	\$104 buyers